

# GRAIN DEALERS JOURNAL

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AFTER ALL  
It's Attention  
WE'RE ALL AFTER  
GO TO,—NOW—  
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Corn, Oats and Barley  
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Incorporated - 1910  
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211 Merchants Exchange 11 Board of Trade

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fabey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Stick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley milo.  
Marden & Co., C. F., grain brokers.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwrds., consignments.  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bourne Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commis'n mchts.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Finney & Co., Sam., consignments solicited.  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Harvey Grain Co., corn and oats.\*  
Hitch & Garder, commission merchants.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*

### CHICAGO (Continued).

Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothchild Co., D., receivers & shippers.  
Rothschild Co., Moses, receivers & shippers.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffman & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Uplike Grain Co., consignments.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perlin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs., shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.  
Stagner Bros., recvrs. shprs. grn., hay, c. s. prod.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Gr. & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The, W. F., wholesale hay.

### DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay congmts. a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whsle, grain, hay and mill pdts.\*  
Koehler-Twisdale Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Hansam-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hugoton Elev. & Whse. Co., recvrs. shprs. milo, kafir.  
Hutchinson Grain Co., grain merchants.  
Kelly Mfg. Co., Wm., millers of hard wheat.  
McClure Grain Co., J. B., buyers and sellers.\*  
Pettit Grain Co., L. H., grain merchants.  
Iteno Flour Mills Co., millers and grain dealers.  
Rock Milling & Elev. Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
Union Grain Co., grain merchants.

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Hayward-Rich Grain Co., grain commission.  
Hill, Lew., strictly commission.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCord-Black Co., grain merchants.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, sellers, gr. & sds.  
KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.  
Armour Grain Co., grain buyers.\*  
Aylsworth Grain Co., receivers, shippers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.  
Clay (Frank B.) Grain Co., hedging-mill orders.\*  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkener, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, milo.\*  
Laugenberg Bros. Gr. & Hay Co., recvrs., shprs.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Nordis Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scular-Bishop Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

### LAKE VILLAGE, ARK.

City Feed Co., The, whsle, hay, grain & feeds.

### LITTLE ROCK, ARK.

Board of Trade Members.

H. K. Cochran Co., receivers and shippers.  
Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay, millfeed.\*  
George Niemeyer Grain Co., grain, hay and feed.\*  
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

### LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*

Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Donahue Stratton Co., grain merchants.\*  
Godfrey-Blanchard Co., grain receivers.\*  
Kama Company, F. C., barley and rye.\*  
Lyman-Joseph Grain Co., grain shippers.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elvtr. Co., grain receivers & shippers.\*  
Runkel & Dadmun, grain commission.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Banner Grain Co., grain receivers.\*  
Benson, Stabeck Co., grain com.\*  
Cargill Commission Co., grain commission.\*  
Carter, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Dairymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Haakinson & Co., H. L., grain commission.\*  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H. & Co., grain commission.\*  
Quinn-Shepherdson Co., receivers & shippers.\*  
Scroggins McLean Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'ity.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.\*  
Schwartz & Co., B. F., com'ison merchants.\*  
Therrien, A. F., broker.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Cozart Grain Co., C. B., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.\*  
Maney Export Co., grain merchants.\*  
Marshall-Jacobson Grain Co., grain, feed, seeds.\*  
Mid-West Grain Co., grain merchants.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Rutledge Grain Co., com. merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., com. merchants.\*

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Whyte Grain Co., consignments.\*  
Cope & Kearney, grain commission.\*

### OMAHA, NEBR. (Continued).

Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.\*  
Fisher Rothschild Grain Co., corn and oats.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers & commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., recvrs. & shippers.\*  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.\*  
Upside Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, F. B. & C. O., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Turner-Hudnutt Co., receivers & shippers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E. L., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.\*  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.\*

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geldel & Leubin, grain and hay.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Walton Co., Samuel, grain and hay.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Albers Bros. Mfg. Co., millers & exporters.\*  
Globe Grain & Mfg. Co., grain, hay & feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain & bags.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.\*

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.\*

### SEATTLE, WASH.

Albert Bros. Mfg. Co., millers & exporters.\*  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain & bags.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Geiger Grain Co., commission merchants.\*  
Gordon Comm. Co., T. P., grain dlr. and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.\*  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain com.\*  
Mason Hawpe Grain Co., grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grain seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.\*

### SIOUX CITY, IOWA.

#### Board of Trade Members.

Button Co., L. C., grain commission.\*  
Bailey, Walter H., Grain Merchants.\*  
Flanley Grain Co., grain and commission.\*  
King Elevator Co., receivers & shippers.\*  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.\*  
Quinn-Shepherdson Co., grain commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burke Grain Co., receivers, shippers.\*  
Taylor & Bournique Co., buyers and sellers.\*

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

#### Produce Exchange Members.

De Vere & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
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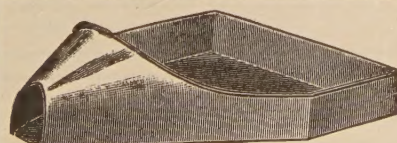
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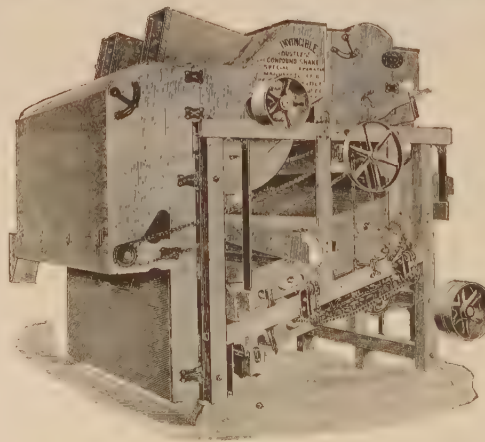
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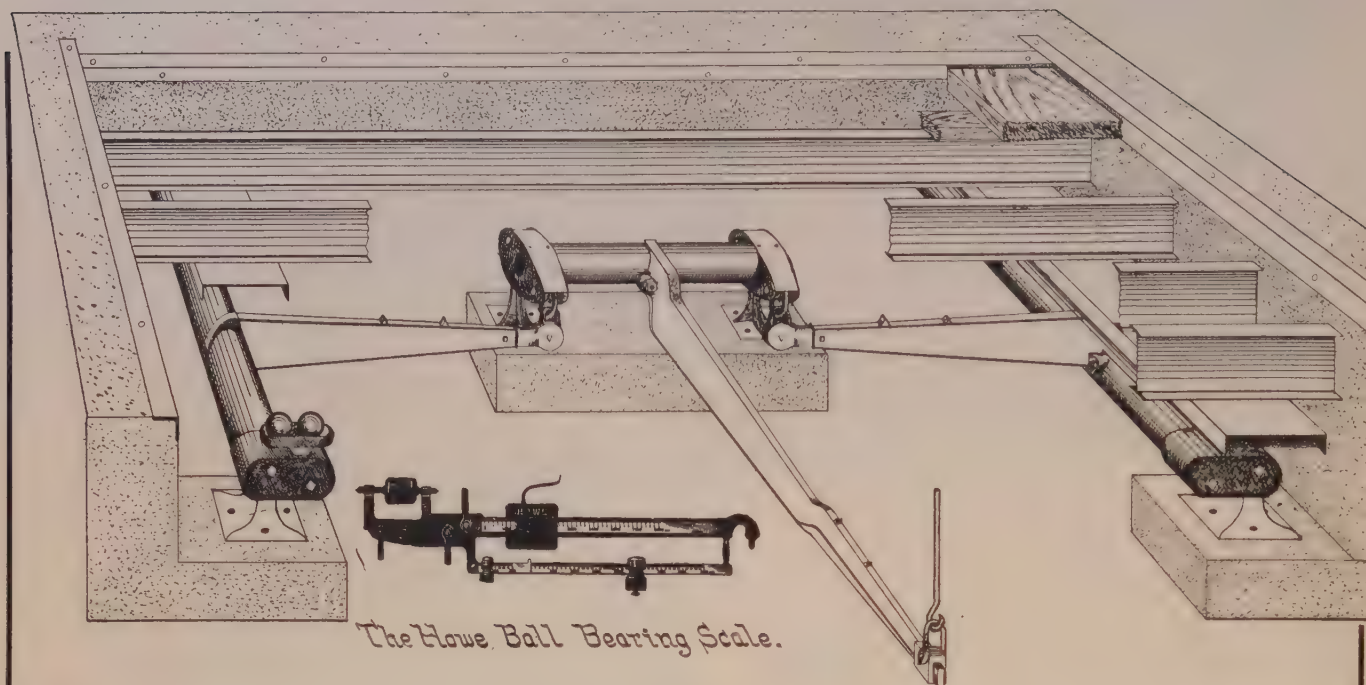


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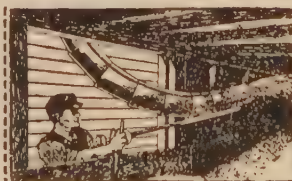
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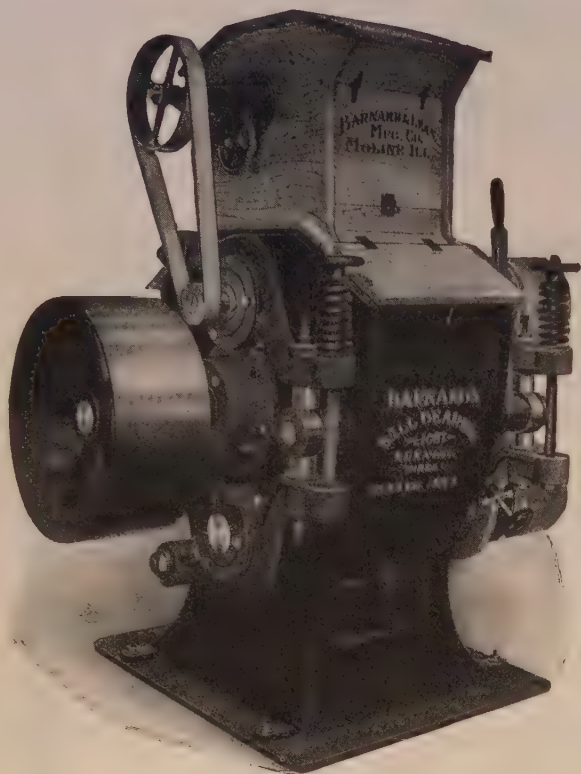
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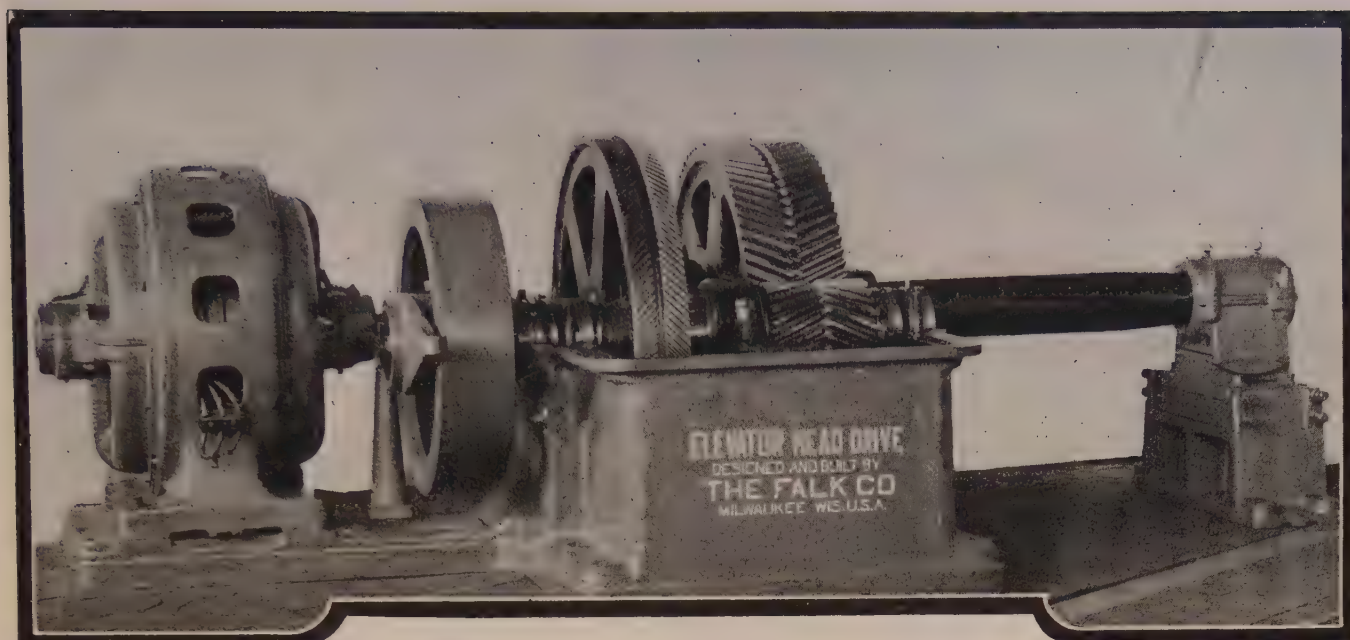
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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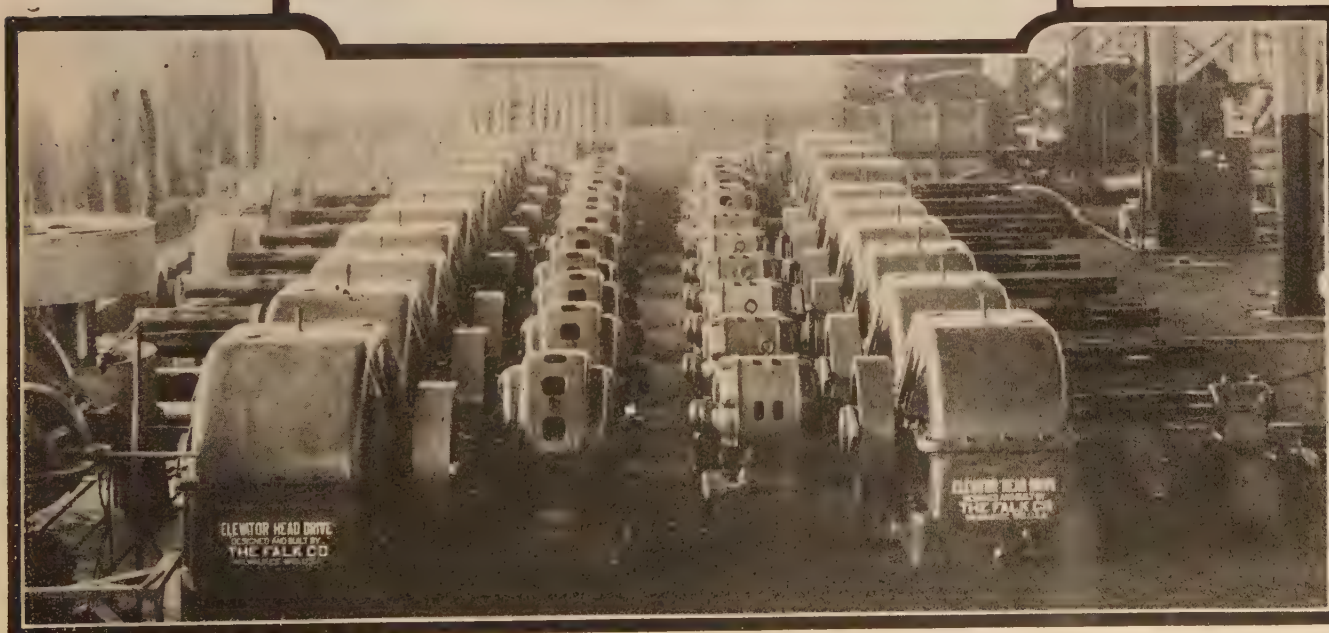
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

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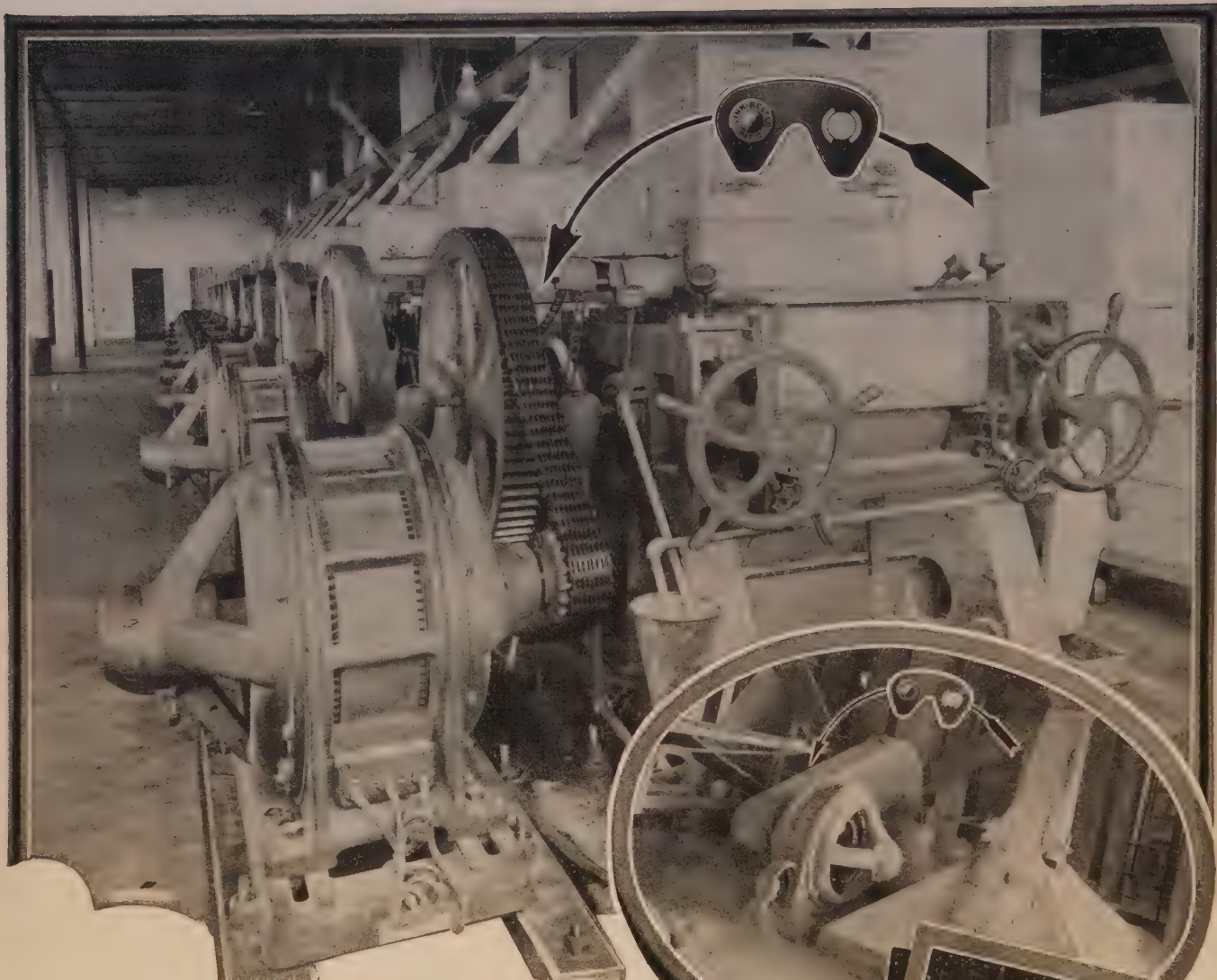
Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

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Among these friends are many of the largest grain, flour and cereal firms of America—such as the Postum Cereal Company, Kellogg Toasted Corn Flake Company, Shredded Wheat Company and Jersey Cereal Company. All have found Link-Belt Silent Chain Drives “flexible as a belt, positive as a gear, more efficient than either.” They save power, save space, better product and increase the efficiency of driven machines.

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## SILENT CHAIN DRIVES

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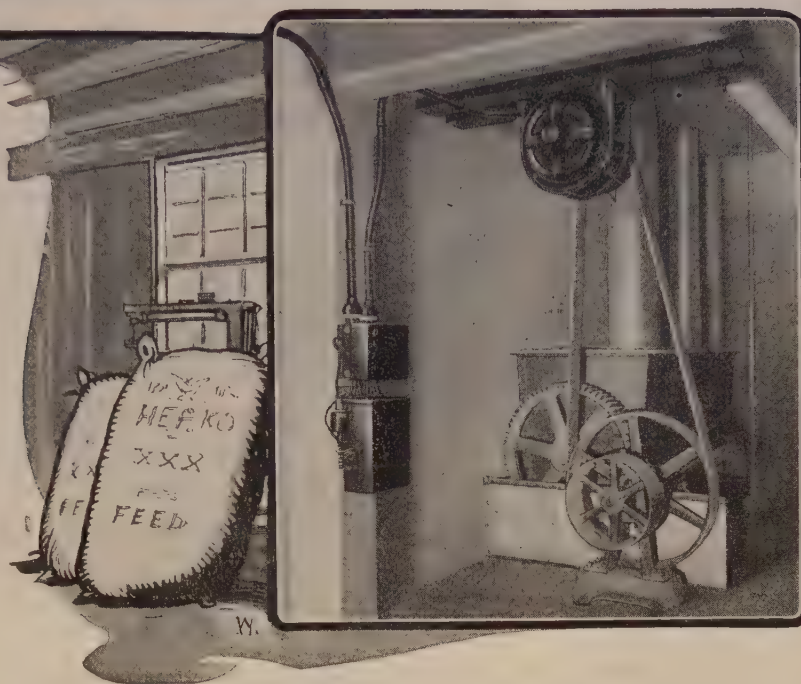
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- ☐ Truck and Tractor Chains
- ☐ Electric Hoists
- ☐ Locomotive Cranes
- ☐ Wagon Loaders
- ☐ Coal and Ashes Systems

Write for Catalogs  
Place X in Square



*Extensive use of electric power equipment enabled American mills to relieve a world food shortage without delay or interruption*

G-E Motor Driving Feed Mixer at the Hecker-Jones-Jewell Milling Company, Buffalo.



## Saving power by subdivision

**Y**OU can save power cost by running feed sections separate from flour machinery just as you can save power by operating your shovels separately and shutting them down between cars.

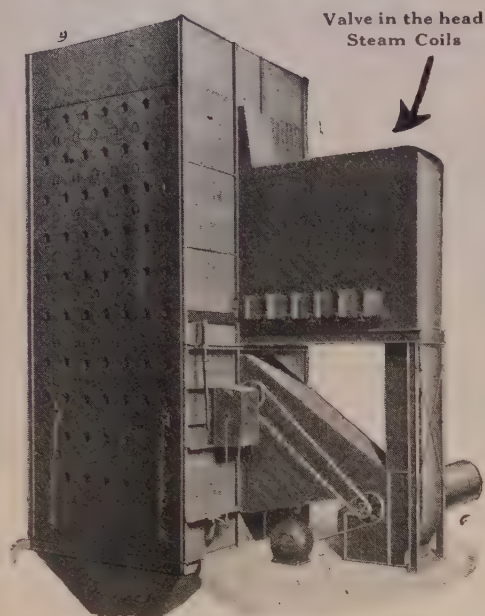
Not only saving in power cost but maximum dependability of operation and minimum fire risk characterize the use of G-E Electric Power Equipment in the leading mills of this country.

A bulletin, No. 4976, illustrated by photographs taken in mills producing the larger part of our flour will be sent on request and our engineers will be pleased to assist in the design of new mills or the changing over to electric power of old ones.

**General**  **Electric**  
General Office **Company** Schenectady, N.Y.



# MORRIS GRAIN DRIERS



"MORRIS DRIED—Same as Sun Dried"

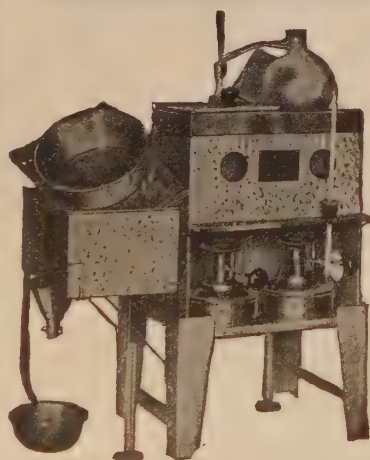
Indications Point to a WET CROP  
**BE PREPARED**  
**BUY AN AUTOMATIC MORRIS**

If you can't get a MORRIS drier  
 buy the next best. You will  
 need a Drier This Year

**AUTOMATIC and SELF CONTAINED**  
 Requiring no Special Building Construction

We also offer a complete line of  
**DIRECT HEAT DRIERS**

**THE STRONG-SCOTT MFG. CO.**  
**MINNEAPOLIS**



## WET WHEAT—Big Dockage

That means—Mr. Grain Dealer—you will **need** a moisture tester and other grain grading equipment **for your protection**. You will want the **standard** equipment—the same identical grain grading devices that the government approves and uses. You can't afford to take chances with any other.

### SEEDBURO QUALITY

(Trade Mark)

#### OFFICIAL BROWN-DUVEL MOISTURE TESTER

manufactured by **The Seed Trade Reporting Bureau**, is the standard approved and used by government exclusively in its supervision offices, grain inspection departments and laboratories. Mills and elevators from coast to coast use it with the terminal markets.

The **SEEDBURO** Official Brown-Duvel Moisture Tester (for whole or ground grains) is made in sizes of 1-2-4-6 tests at a time and heated by electricity, alcohol or gas.

When you see the label on grain grading equipment you **know** it's the Standard, you know it's **right**. The old story of "just as good" has been rectly made—**you know it's right**. There is no "just as good" as **SEEDBURO** equipment, manufactured by the Seed Trade Reporting Bureau.

**Look Sharp!—Be sure it is "SEEDBURO"**

MANUFACTURERS OF COMPLETE GRAIN GRADING EQUIPMENT

Send for Catalogue 623—Contains Government Grain Standards

**SEED TRADE REPORTING BUREAU**  
 Postal Telegraph Building CHICAGO, ILL.

Dockage Sieves for Wheat and Oats  
 Government Specifications

Made throughout of aluminum, 13 inches in diameter telescoping, only two pieces of metal are used, thereby making the sides seamless. The bottom perforations are of aluminum, which makes the construction strong, light weight, and will not rust. Set consists of

Scalper Sieve, round perforations, 12/64 inch.  
 Buckwheat Sieve, triangle perforations, 8/64 inch.  
 Fine Seed Sieve, round perforations, 1/12 inch.  
 Chess Sieve, slot perforations, 41/64 x 1/8 inch.  
 Solid Bottom Pan.  
 Price \$3.00 for complete set.

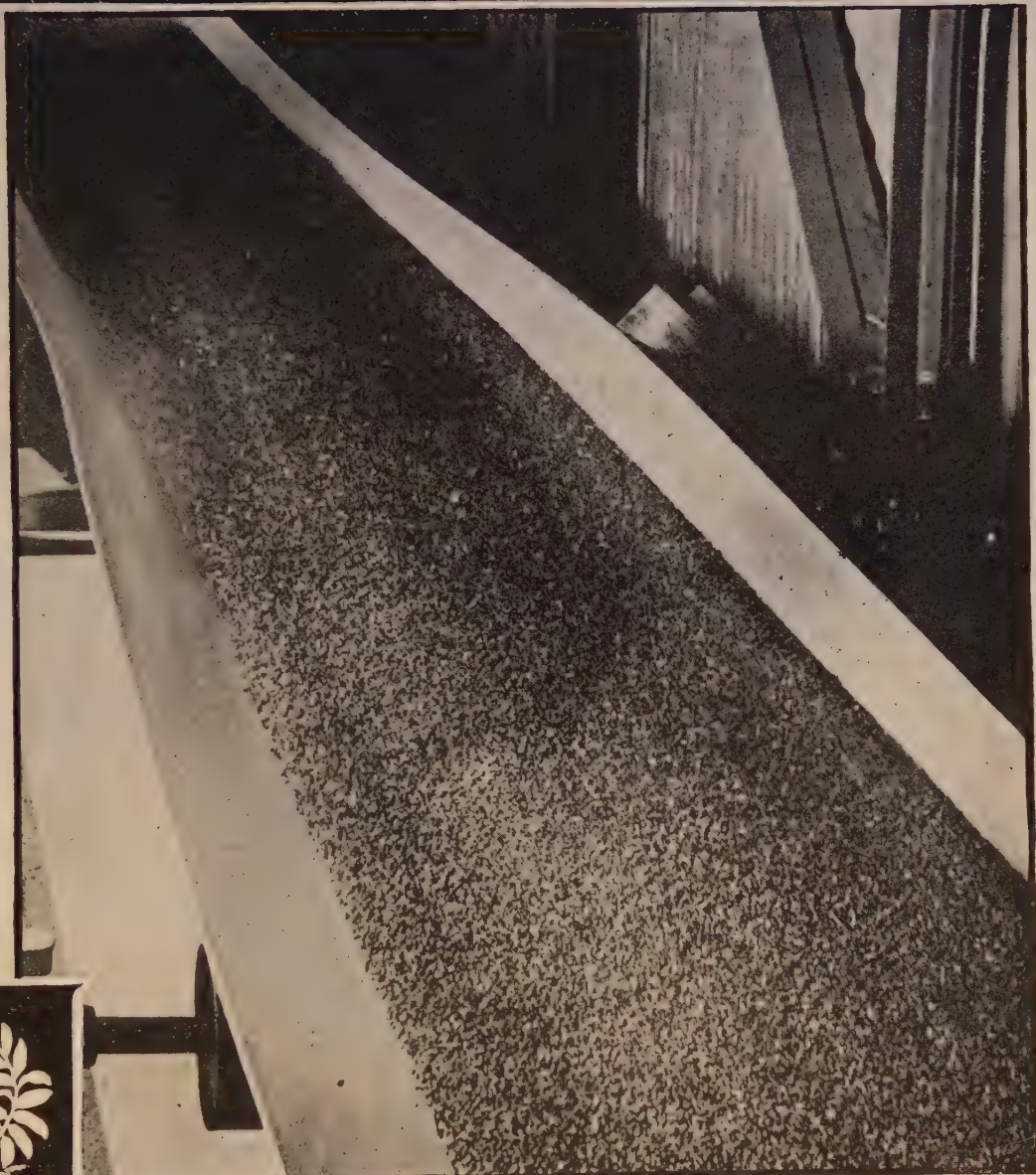


Special "Four-in-One" Scale No. 14

This scale, designed and manufactured by us, is a small, complete office scale for weighing samples for moisture test and for determining test weights per bushel, dockages, weighs for mailing samples, etc. This "Four-in-One" Agate Bearing Scale is the most complete, compact, accurate and adaptable scale made satisfying these many needs. Effectively used in connection with grain sieves described herewith. Quick breaking and guaranteed accurate. Will do the work of four ordinary scales designed especially to satisfy any one of the above needs and at the small price of one. Used by thousands of country shippers, receivers and grain men everywhere.  
 Price with weight per bu. cup, \$23.00.



# GOODRICH "CARIGRAIN" BELT



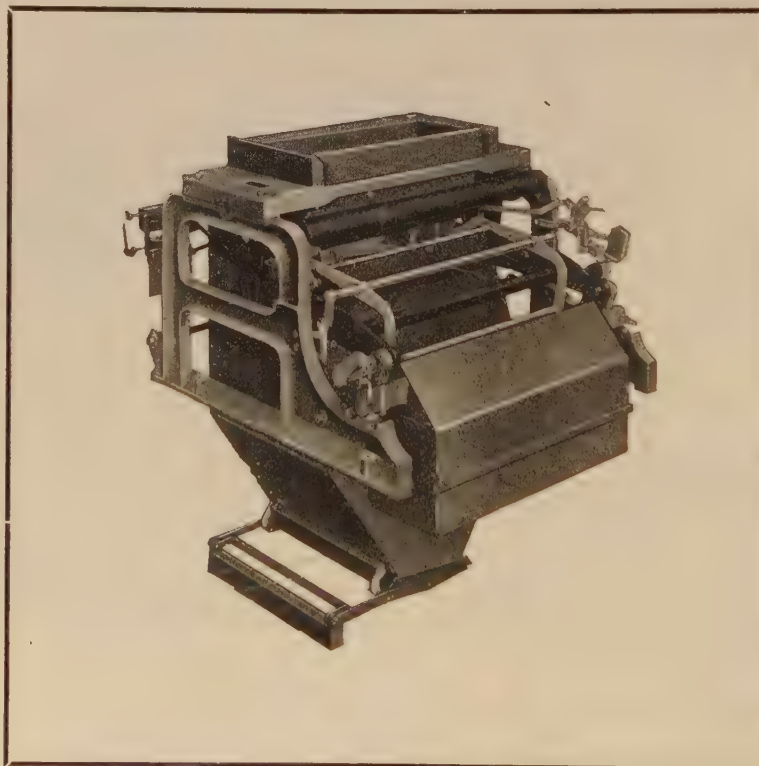
This represents the highest development of the Conveyor Belt for Grain handling. Its extreme toughness and flexibility, its perfect adaptability for use with troughed or flat idlers, and its remarkable long-aging qualities make "CARIGRAIN" a profitable purchase that will "carry-on" with almost indefinite persistence. Write us today.

THE B. F. GOODRICH RUBBER CO., The City of Goodrich—Akron, Ohio



# It Pays TO ADVERTISE

and the best sort of advertising is the "SATISFIED CUSTOMER." The Richardson Scale Company spends comparatively little money in Flowery Talk Advertising, but they DO spend a large amount of money each year in perfecting the Richardson Automatic Scale, making it a little better, a little more easy to operate and a little more FOOL proof. The result is a SUPERIOR Scale, a SATISFIED customer. Richardson Scales are sold year after year to the same buyers. Fully fifty per cent of the RICHARDSON Scales sold each year are to former users. The SATISFIED User "Comes Back" and buys again. The dissatisfied purchaser looks elsewhere when he wants to buy again. Once a RICHARDSON USER, always a RICHARDSON USER. The NEW RICHARDSON SELF OPERATING SCALE represents the greatest advancement in the Automatic Weighing field since the beginning. A REALLY AUTOMATIC SCALE—FULL AUTOMATIC—and the only FULL Automatic Scale on the market. An Automatic Scale that performs **all** the duties, and which does not leave HALF of the work for the operator. A SELF ADJUSTING SCALE—SELF COMPENSATING—A TYPE REGISTERING AUTOMATIC SCALE, with the highest priced, double checking, counting arrangement of any Automatic Scale manufactured.



## RICHARDSON SCALE CO.

Chicago, 209 S. State Street

Minneapolis, 413 S. Third St.

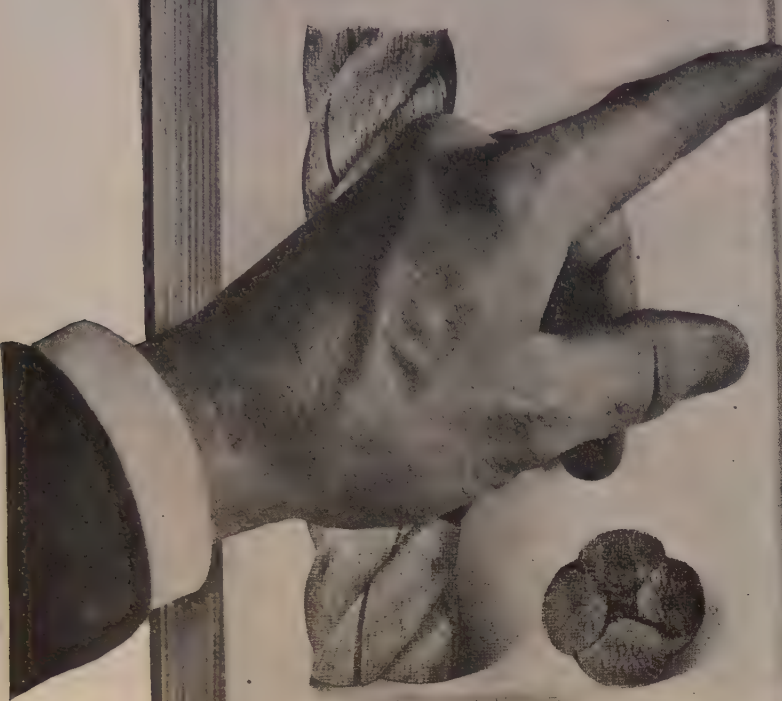
Omaha, 533 Keeline Bldg.

Wichita, Kans.

Passaic, N. J.



WATERBURY CORDAGE



Waterbury Transmission Rope

WATERBURY CORDAGE

**WATERBURY TRANSMISSION ROPE**

**W**E make a rope especially prepared for the transmission of power. This rope is made from the best selected Manila Hemp. For transmission of power, Waterbury Transmission Rope is made with four strands, unless otherwise ordered. The yarns of this rope are each coated with a special composition, so that when twisted into strands the coating lodges among the fibres, and thoroughly lubricates the strands and individual fibres composing the rope, thus making it practically as near water-proof as possible.

In placing these ropes on the market we offer a Manila Rope made as nearly perfect as the best machinery, superior quality of material, and good workmanship can produce.

We make and guarantee every coil of Transmission Rope we sell.

We cannot furnish this rope at the same price as common rope, but guarantee our Transmission Rope, and know it will out-wear several common ropes for transmission purposes.

When desired, we furnish Transmission Rope Tallow Laid, or Graphite Laid. Orders, however, should so specify, as our stock rope is made with our special compound referred to above.

PAGE 191

# 52.8 H. P. at 5000 F. P. M.—

that's what a 2-inch Waterbury Transmission rope will transmit. And it would take a 7-inch double leather belt to equal it.

Which would be more economical to buy—and maintain?

A rope drive has other advantages beside low first cost and small maintenance, but to secure all of them, the rope must be right—properly made, of selected fibre and uniform in diameter and weight throughout its entire length.\*

Waterbury Transmission rope is as nearly perfect as the best of machinery, material and workmanship can produce. Because of its quality, every coil is guaranteed.

## WATERBURY COMPANY

### 63 PARK ROW, NEW YORK

Chicago.....1315-1321 W. Congress St.  
San Francisco.....151-161 Main St.

Dallas, Texas.....A. T. Powell & Co.  
New Orleans.....1018 Maison Blanche Bldg.

\*The Waterbury Rope Handbook not only gives the necessary data on rope drives, but tells all about rope, of every kind. It will help you to buy economically. A copy free for the asking.

2329-W







## HOW MANY TRIPS

to the top of your elevator do you make in the course of a year? Make an estimate, and then figure the amount of time and energy you are wasting if your house is not fitted with an easily and cheaply operated manlift.

## The CONSTANT SAFETY MANLIFT

will eliminate this waste—and it will make the elevator and the elevator operator more efficient in every way. It is the easiest and cheapest operated manlift on the market, and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

*A manlift reduces the insurance rate.*

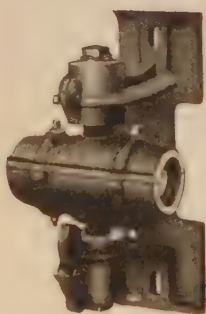
Ask for our catalog of elevator machinery.

**B. S. CONSTANT MFG. CO.**  
BLOOMINGTON, ILL.

## ELEVATOR MACHINERY

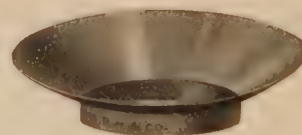
Direct from the Manufacturer

**Lower Prices      Guaranteed Equipment**  
**Prompt Shipments**



Iron, steel and wood pulleys  
Rubber and leather belting  
Elevator buckets and boots  
Distributing and flexible spouts  
Man lifts  
Oil engines  
Electric motors  
Car movers  
Scales

Sprocket wheels and chain  
Transmission rope and sheaves  
Power grain shovels, car pullers  
Shafting, gearing, hangers  
Spiral conveyor, wagon dumps  
Friction clutch pulleys  
Brooms  
Corn shellers  
Lifting jacks  
Coal handling supplies



### Howell Roller Feed Mills

We have the largest stock of ELEVATOR EQUIPMENT and SUPPLIES in the Northwest. Our prices and goods are right, and we want your business. Our GENERAL CATALOG E-119 and discount sheet will be mailed on request. Get your copy now.



**R. R. Howell and Company - - Minneapolis, Minn.**



# REXALL

## DOUBLE - STITCHED

# BELTING

## Belting Standardization That Means Extra Service

Standardization in manufacture plays an important and vital part in the service of REXALL Double-Stitched Conveyor BELTS. Each step in the process of building REXALL BELTS, regardless of size, is planned with regard to our standards of material and workmanship, and in full accord with the specific type of work that the individual belt will have to do. These standards call for better raw materials and more exactness and thoroughness in the making. The result is, there are more manufacturing extras in REXALL BELTS than in any other fabric Conveyor belting. More is put into them—you get more service out of them.

### REXALL Standardization

**Heaviest Fabric Practicable**—37½-oz. fabric, triple-tested for evenness of weave, strength and elasticity.

**Double-stitched and Inner-locked**—The inner plies forming the core are lock-stitched together and when the cover is put on it is stitched again, this time through both core and casing together.

**Special Process of Impregnation**—A specially compounded gum is used. Every fibre of the fabric is thoroughly impregnated while compound is tem-

porarily liquefied. Resists cold, heat, moisture, internal friction and external wear, over long periods. REXALL BELTS are free from weather troubles.

**Gradual Factory Stretch**—REXALL BELTS are gradually stretched by a system approximating actual service conditions as closely as possible, so the life and strength are retained. Where other manufacturers stretch their belts in a few days we take as many weeks.

#### OUR STANDARD BELTS

ANTISULPHO  
REXALL  
SAHARA  
SANITAL  
KARLITE  
IBECO  
SUBMARINE

A comparison of service rendered by REXALL Conveyor BELTS with others in the grain industry will show the value of REXALL BELTS in the longer service and greater tonnage which standardization practically guarantees.

## IMPERIAL BELTING CO.

General Offices:

Lincoln and Kinzie Streets

CHICAGO

Branch Offices:

120 Liberty Street,  
New York, N. Y.

512 Hippodrome Bldg.  
Cleveland, Ohio.

112 Market Street,  
Pittsburgh, Pa.

205-209 Kresge Bldg.,  
Detroit, Michigan.

924 Kearns Bldg.,  
Salt Lake City, Utah.

#### ANTISULPHO BELTS

Antisulpho Belts are especially impregnated for bleachery service. Consult with our engineering staff if you wish assistance in solving a difficult or unusual conveying problem. This service is offered without obligating you in any way.





# “Hamilton Made”

## When Equipping New or Rebelting Your Elevator

Investigate and Buy “Hamilton Made” Rubber Belts. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives. LAKEWOOD for Legs and Conveyors. *Write for particulars.*

**HAMILTON RUBBER MFG. CO., 218 No. Wells Street, CHICAGO**

**FACTORIES: Trenton, N. J.**

**BRANCHES: New York and Philadelphia**

## Efficient Transmission for Grain

The difference in cost of handling grain is largely one of efficiency in equipment. New devices to meet modern demands must save time and labor. Our engineers have kept these ideas ever before them and are ready to work out details for you.



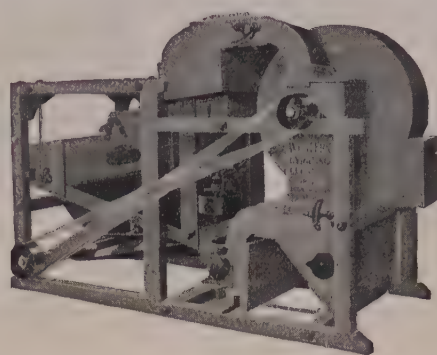
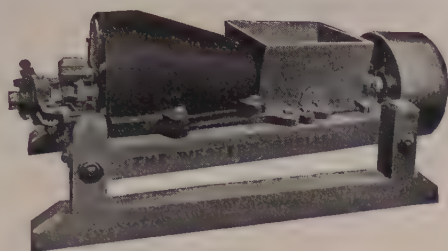
One feature that adapts itself efficiently to save cost in many places is our

### Telescope Trolley Spouts

made of steel to meet any requirements as to length, diameter and thickness. We are equipped to supply your needs for all kinds of grain transmission machinery. Our catalog lists everything—it's FREE.

**Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago**





## Grain elevators we outfit From cupola right down to pit

Western grain elevator equipment is more widely used than any other make. It is not an experiment. For 40 years we have been meeting the grain man's requirements. Western devices and machinery are the accepted standards among practical grainmen.



## THE WESTERN LINE

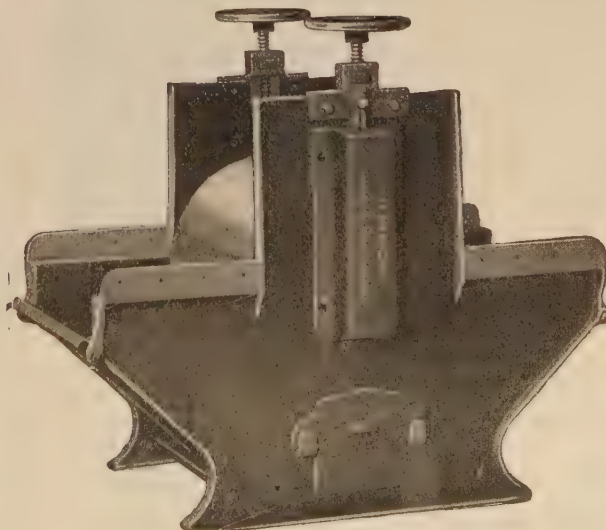
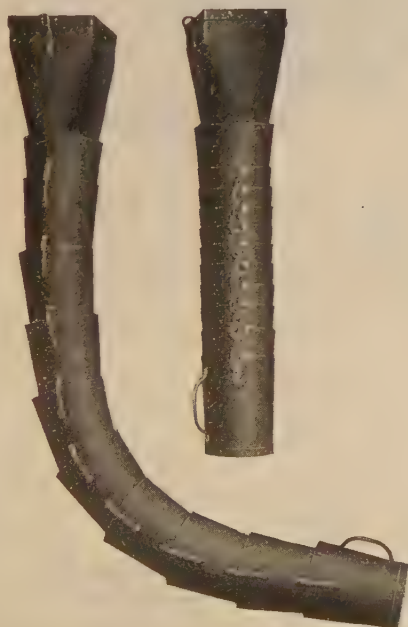
Comprises every known device necessary for the complete and efficient handling of grain.

If you haven't our catalog, you had better send for it today. It may suggest something that will make you money.

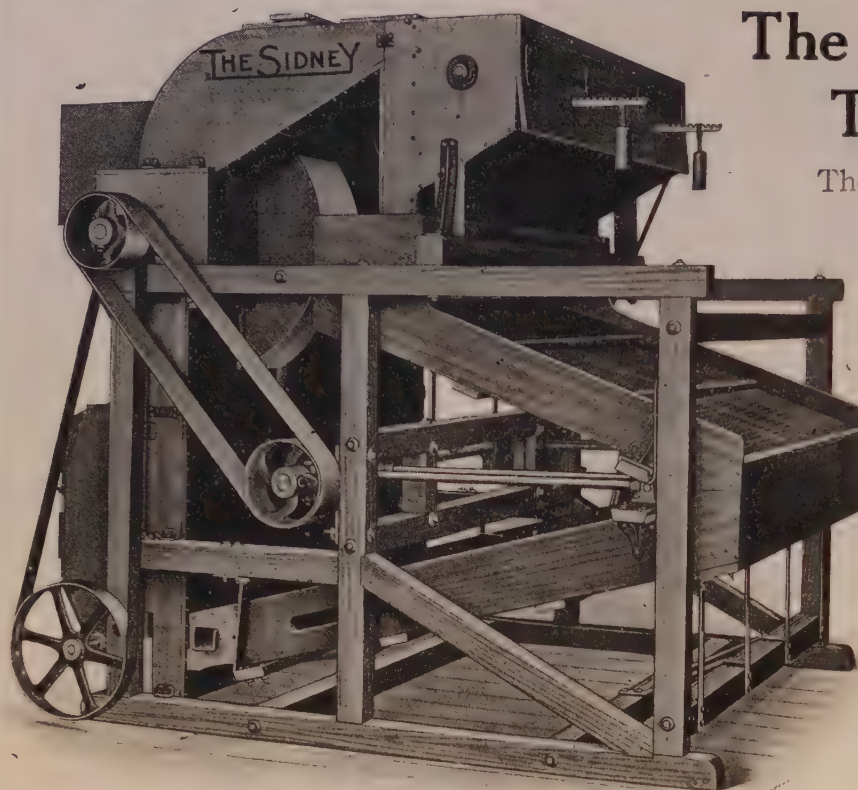
## UNION IRON WORKS

*Makers of "Western Line" Equipment*  
DECATUR, ILLINOIS

Complete stock of Shellers and Cleaners kept at  
1400-1402 West 12th Street, Kansas City, Mo.







## The First Step Towards Success

The most important machine in an elevator or mill is the cleaner. The "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

*Write for further particulars*

**The Philip Smith Manufacturing Co., Sidney, O.**

## Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

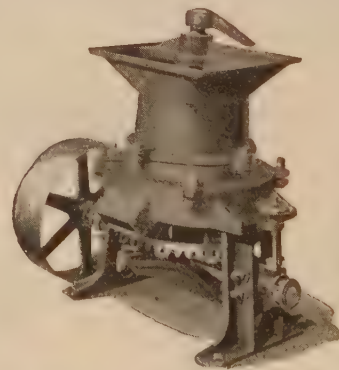
Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



**W. H. EMERSON & SONS**

DETROIT, MICH.

WINDSOR, ONT.



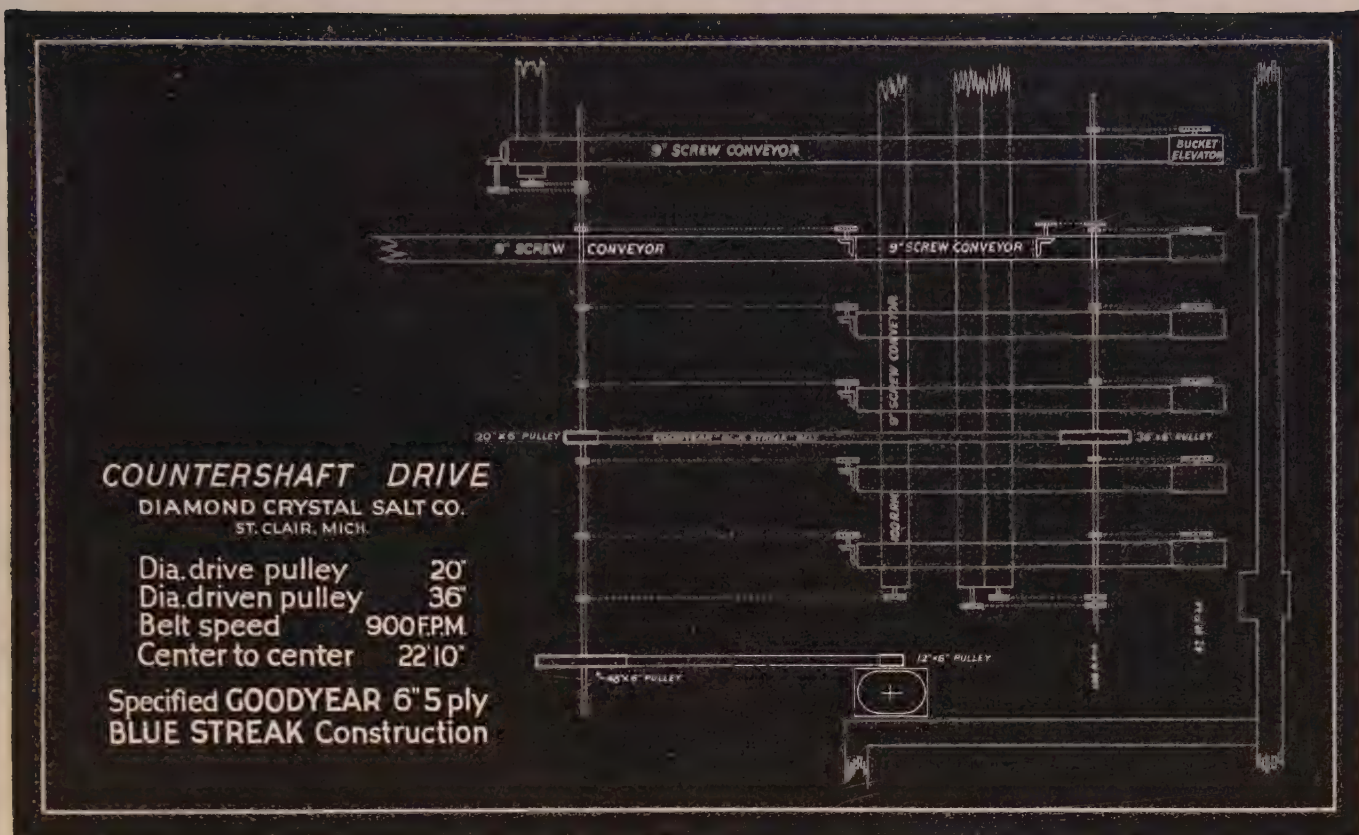
## TRIUMPH CRUSHERS CRUSH CORN PROPERLY

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

DELIVERY FROM STOCK

**THE C. O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio





## Saving \$444.38 on a Countershaft Drive—and the G. T. M.

*The Diamond Crystal Salt Company* of St. Clair, Mich., had been having a lot of trouble—and paying many high belting bills—because of a motor drive to a countershaft operating five elevators. The expensive standardized belt they had been using cost in 1917, \$1.60 a foot—\$84.80 for the 53 feet required. It generally lasted about three months, and required many take-ups at that.

*One day a G. T. M.*—Goodyear Technical Man—called and explained the Goodyear Plan of selling belts to meet conditions instead of as a hardware man sells nails. The Purchasing Agent, Mr. Engelgau, was interested, told him about the countershaft drive that cost \$28.26 a month, and asked him to look it over.

*The G. T. M.*—our Mr. J. G. Taylor—studied that drive, studied all the conditions carefully and in detail. After making his measurements he told the P. A. he recommended for that drive a certain type of Goodyear Belt costing then 68c per foot—\$36.04 for the belt. The P. A. thought he couldn't lose anything at that price—even if the belt ran only five weeks—and told him to send it along.

*On December 1, 1917*, that belt was installed. At the time this advertisement goes to press the belt is still running and in good condition. It

has already given 17 months' service for the \$36.04 spent for it. That seventeen months' service for the standardized \$1.60 belt would have cost at the prices of the time at least \$480.42. The G. T. M.'s service in specifying the right belt for the service represents a saving of \$480.42 minus \$36.04, or \$444.38.

*The belt has also reduced* slippage and take-ups to a minimum never before attained on that countershaft drive. Not only does it save money, but it saves trouble and prevents interruptions formerly customary.

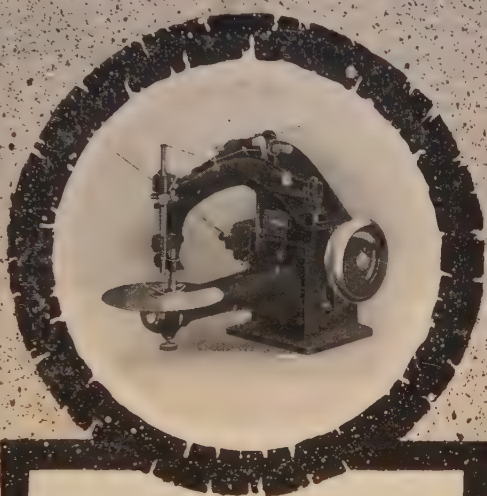
*If you have a belt-devouring drive* that is eating too many dollars, ask a G. T. M. to call. He'll do it without charge when next he is in your vicinity. There are many of them—all trained in the Goodyear Technical School—all with experience in plants similar to yours—all selling belts to meet conditions and not as a grocer sells sugar. The G. T. M.'s services are free simply because the savings they effect for purchasers are so considerable that a gratifying volume of business from the plants served is certain to come to us within a few years.

THE GOODYEAR TIRE & RUBBER COMPANY  
 AKRON, OHIO

BELTING · PACKING HOSE · VALVES  
**GOODYEAR**  
 AKRON



# PATCH YOUR TORN BAGS



Here's a machine that will pay for itself over and over again in your plant by reclaiming torn or ripped bags and making them as serviceable as when new. The cost of this machine is trifling compared with the saving it makes. Every time you patch a bag in the UNION SPECIAL way, you are adding just so many more trips per bag, saving so much more money. Can you afford to discard slightly damaged bags when a small investment will save them?

REMEMBER: A PATCHED BAG IS AS SERVICEABLE AS A NEW BAG.

Write for detailed information.

**UNION SPECIAL  
MACHINE CO.**

422 N. Franklin St.,  
CHICAGO, ILLINOIS

## CODE WORDS

for

### U. S. Corn and Wheat Grades

A supplement to the Universal Grain Code is ready for distribution. It is free; postage 2 cts.

The Universal Grain Code was compiled especially for the use of the grain and milling trades, and it contains every word, phrase and term in use by the grain trade. The Code makes it possible to keep your business messages private. Its 146 pages contain 13,745 expressions and no two code words are spelled near enough alike to cause confusion. The book is 7x4 $\frac{5}{8}$  inches in size, printed on policy-bond paper, and bound in black, flexible leather. The price is only \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

The Supplement is a four-page folder to be inserted between pages 44 and 45 of the Code. It gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the new U. S. Standards. It is not lawful to sell grain for shipment in interstate commerce by any other grade than those specified in the Standards, and therefore it is necessary to specify those grades when wiring in order that misunderstandings may be avoided. A copy of the Supplement will be sent free upon receipt of a 3-ct. stamp.

MATFELON in a message means Universal Grain Code.

**Grain Dealers Journal**

305 So. LaSalle St.

Chicago, Ill.





Try A Trial Ton Today



Good will comes through good merchandise plus good service. International Pig Meal represents the best merchandise of its kind you can offer your trade. It will help you build the greatest asset your business can have—good will. And it will earn you a good profit while doing it.

## INTERNATIONAL PIG MEAL

**For Pigs, Shoats and Brood Sows**

is an 18% protein ration—a scientific

mixture containing cocoanut meal, locust bean meal, blood meal, wheat shorts, wheat flour and linseed oil meal. One pound of International Pig Meal dissolved in one gallon of water or skim milk is equal in feeding to one gallon of fresh dairy milk.

International Pig Meal retails around \$80.00 a ton and is a quick seller. It is fully guaranteed to reach you in perfect condition and to give you and your customers satisfactory results. Order a trial ton today or write for further facts.

**INTERNATIONAL SUGAR FEED CO., Minneapolis, Minn.**

Mills at Minneapolis and Memphis

Live Salesmen Wanted

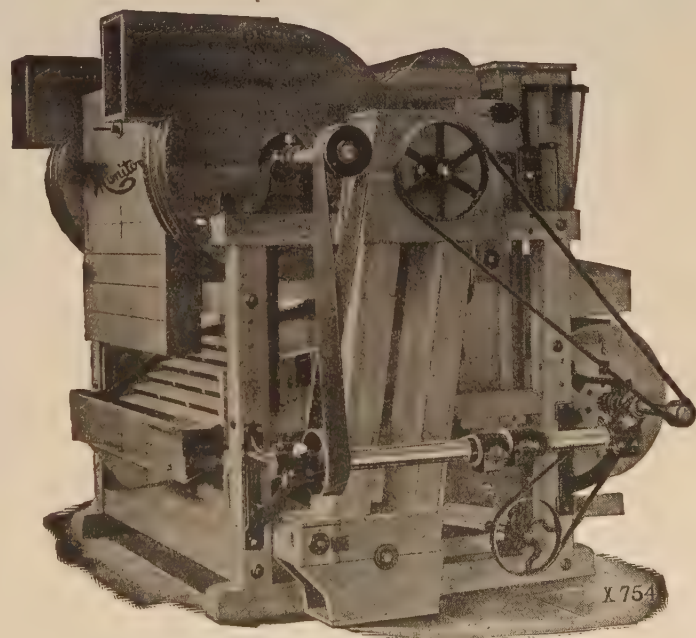


## Northwestern Separator

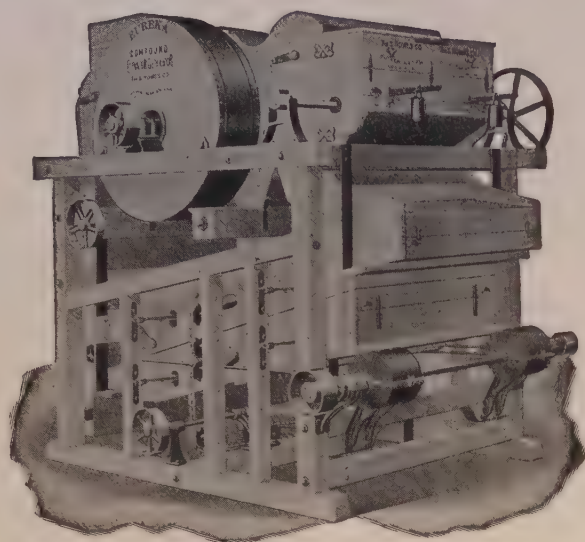
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**

Silver Creek, N. Y.







*Ask someone who owns one*

From a purely  
**"RESULTS-DELIVERED"**  
 standpoint no machine  
 quite compares with the  
**"SERVICE-FULL"**  
**"EUREKA"**

It's a really-truly worth-more



**GRAIN CLEANER**



MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

**S. HOWES COMPANY, Inc.**  
 SILVER CREEK, N. Y.

REPRESENTATIVES:

William Watson, 415 Western Union Bldg., Chicago, Ill.  
 J. E. Gambrill, 749 E. Church St., Marion, Ohio  
 J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.  
 F. E. Dorsey, 4015 Prospect Ave., Kansas City, Mo.  
 Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.

**A**S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

**New York Belting & Packing Co.**

91-93 Chambers Street  
 NEW YORK

124-126 W. Lake Street  
 CHICAGO, ILL.

2d Ave. N. and 3d Street  
 MINNEAPOLIS, MINN.

218-220 Chestnut Street  
 ST. LOUIS, MO.



## WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books  
 Attrition Mill  
 Bags and Burlap  
 Bearings { Ball  
 { Roller  
 Belting  
 Boots  
 Buckets  
 Car Liners  
 Car Loader  
 Car Mover  
 Car Puller  
 Car Seals  
 Cleaner  
 Clover Huller  
 Conveying Machinery  
 Distributor  
 Dump  
 Dump Controller  
 Dust Collector  
 Elevator Leg  
 Elevator Paint  
 Feed Mill  
 Fire Barrels  
 Grain Driers  
 Grain Tables

Gravity Cleaner  
 Lightning Rods  
 Manlift  
 Moisture Testers  
 Oat Bleachers  
 Oat Clipper  
 Painting or Repairing  
 Portable Elevator  
 { Gas Engine  
 { Kerosene Engine  
 { Motors  
 Power  
 Power Shovel  
 Sample Envelopes  
 Scales  
 Scarifying Machine  
 Self Contained Flour Mill  
 Separator  
 Sheller  
 Siding-Roofing { Asbestos  
 { Steel  
 Silent Chain Drive  
 Spouting  
 Storage Tanks  
 Testing Apparatus  
 Transmission Machinery  
 Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

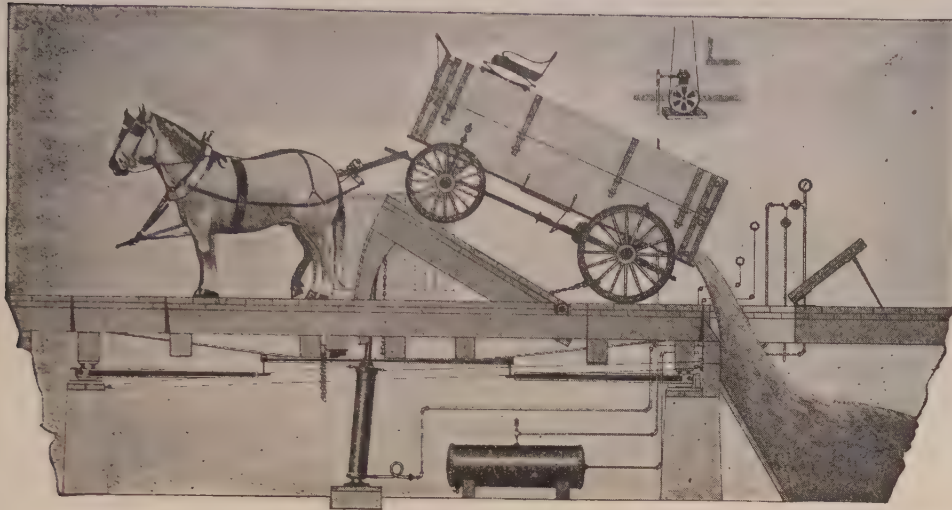
## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



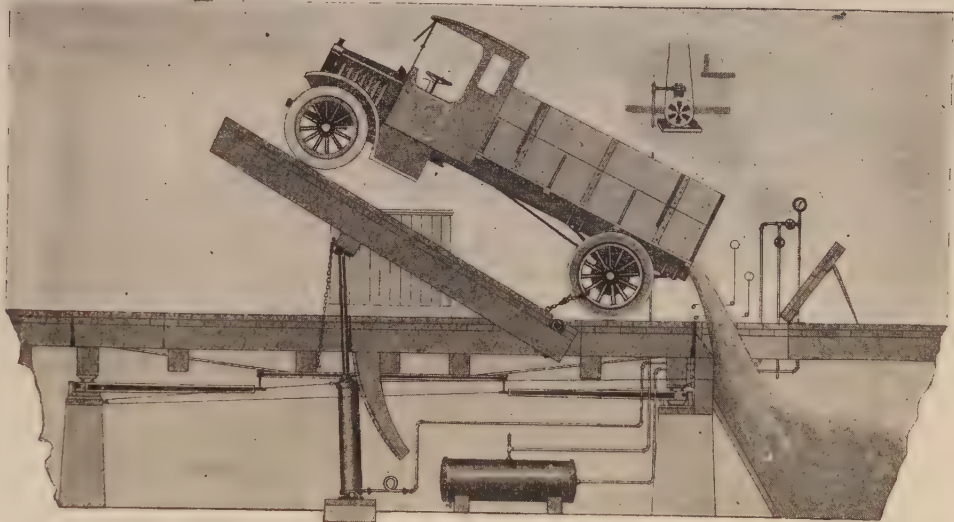
Simple-Durable-Certain

# The Globe Auto-Truck and Wagon Dump



**Dumps Auto-Truck, Wagon or Sled, by the simple turning of an air valve—can be controlled entirely from work floor or scale room.**

**—can be installed on any size or make of scale, or independently. Compressor and air receiver can be placed anywhere in elevator.**



The Globe Combination Auto Truck and Wagon Dump can be installed on any make or size of scale and is the only Dump on the market that will handle automobile truck, wagon or sled—this feature is possible only in the Globe Dump because of the tilting power cylinder (patented under Spencer Patents, Feb. 1919).

After a thorough investigation which proved the Spencer Dump to be successful in every respect—after several months of actual service—we purchased the manufacturing rights and put the Globe name and reputation back of it—a 25 year career of success—we invite your investigation in Dunn, Bradstreet or through your bank.

An air cylinder, tank and compressor, with necessary connection, comprises the entire

mechanism—no other working parts—nothing to get out of fix—no gears, sprockets or chains to break.

Drive auto truck, wagon or sled on platform, chain rear wheels or runners, throw tilting power cylinder into position under truck section or wagon section of platform as desired, open air valve and raise load to dumping angle. To lower vehicle, simply close inlet air valve and open outlet valve. Speed of raising or lowering is under perfect control of operator at all times.

Air valves and control lines can be located in scale house or on work floor. Compressor and tank anywhere in elevator desired. Get our price and illustrated literature before you buy a Dump.

***Globe Machinery and Supply Co.***

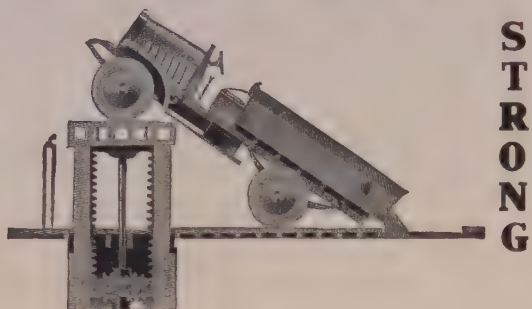
Iowa's Largest Supply House

205-211 W. Court Ave.,

DES MOINES, IOWA



## Trapp Dumping System FOR AUTO TRUCKS AND WAGONS

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The only perfectly safe way of dumping Auto Trucks. No danger of injury to any truck. No extensive remodeling of the old drive-way required to install. Old style dump need not be disturbed.

More TRAPP AUTO TRUCK DUMPS in use than all other truck dumps combined. Approved by Insurance Underwriters and leading elevator builders. Installed by some of the largest line elevator houses in the country.

### MODERNIZE YOUR PLANT NOW

Write for particulars.

### TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

OMAHA, NEBR.

## The Automatic Dump Controller



is not a new idea, but one that has been in use for several years, giving perfect satisfaction.

Do you want to handle this season's crop in the most efficient manner? Then you need a Dump Controller, since the dump is one of the most important parts of a Grain Elevator.

It saves that jerk and jar (which so often frightens the horses), and lets the wagons down easily.

We are selling numbers of these machines this season, and know that you would be more than pleased after giving them a trial.

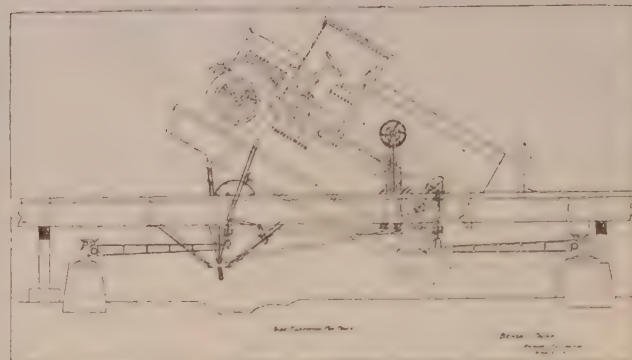
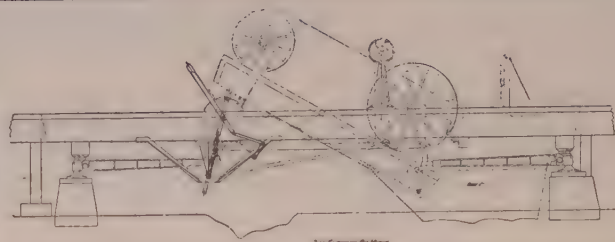
### CIRCULARS UPON REQUEST

Don't put off until tomorrow what can be done today.

### L. J. McMILLIN

528 Board of Trade Bldg.

INDIANAPOLIS, IND.



## Study the Illustrations

We have changed our combination truck and wagon dump from motive to hand power. We are using gravity (as you have been using for the past thirty years on the wagon) on the truck. In place of using an oil control either under the front of the dumping platform or as a rear control or a brake to retard the fall of the load of either vehicle, we use a hand wheel to which is attached a sprocket. From this sprocket there is a chain to the end of the shaft leading to the jack screw. Around the jack screw is a female threaded hub bolted to a ring gear which is driven by a pinion attached to the end of the shaft driven by the chain and sprocket. By this method you use the jack screw to retard the fall of the load of either vehicle, absolutely taking away all danger or hazard of the operator and making it a simple, positive and efficient means of unloading any vehicle as quickly as you want to. Our tests show that vehicles have been tilted to an angle of 30 degrees in 18 to 30 seconds and at all times you have absolute control without danger of the fall of the load.

### Our Dump Is Attached to and Is Part of the Weighing Platform if Scale Is in the Runway.

There can be no question as to the correct weight if you use our dump. No other dump manufactured today will dump your load to the same angle without motive power or air pressure. We guarantee to tilt the platform to thirty degrees in less time than any other dump manufactured if you take into consideration the safety of the device.

Any one desiring to use motive power can also do it in connection with our dump by using two pulleys on pinion shaft and a clutch and automatic control which we will furnish on request, but do not think there is any need of changing from the greatest of all methods—GRAVITY. Any truck dealer will tell you that 75% of the weight of the loaded truck is carried on the rear axle, therefore, if our center bearing rod on which the platform pivots is in front of this load and the wheel base of the rear axle is always in one position, you cannot question our method. When the truck is empty, any dealer will tell you that there is 20% more weight on the front axle than on the rear, therefore, on the truck load we use our jack to retard the movement of the load in both directions.

Our dump thoroughly cleans your wagon or truck in the same manner that you have always unloaded grain. With the exception that by our device, there is not any possibility of the operator being injured and the cost of installing our dump is practically nothing.

Where the scale is not in the runway, our dump can be used on a 16-foot platform. Where the scale is in the runway you can use either a 22 or 26 foot weighing platform dumping over the end or through the scale.

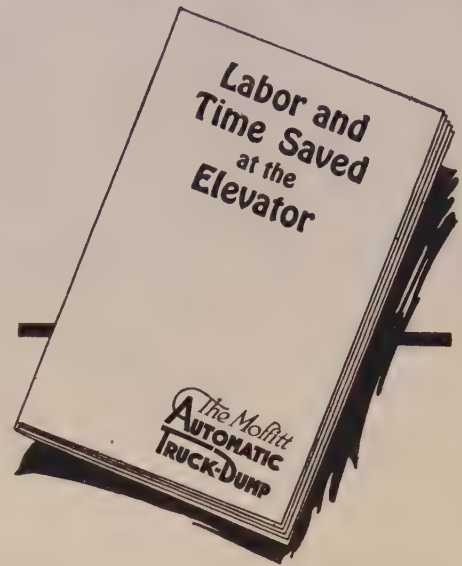
ORDER ONE TODAY, and when it is installed and does what we claim, you can remit for it.

**EDWARD R. BENSON COMPANY**  
MINNEAPOLIS, MINN.



# Send for this *FREE* Book

It tells all about the **30 days free trial offer** on the Moffitt Automatic Truck Dump. Every Elevator owner and manager should have this book. It's valuable to you. Learn how to save time and labor at the elevator and dump grain loaded trucks in a jiffy with this simple, automatic dump.



## Combines with your Present Equipment

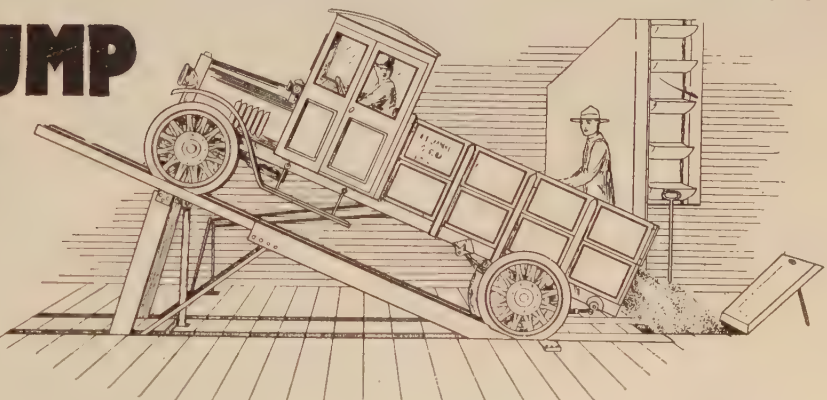
This simple yet powerful device combines with your present equipment. It is easily installed without interfering with your wagon dump; in fact, is merely additional to it. This Moffitt Automatic Truck Dump meets your demands for a simple and practical

# *The Moffitt* **AUTOMATIC TRUCK-DUMP**

method of quickly unloading trucks of grain. No power, no pulling, no jacking up, no screwing. You simply push a lever—a boy of ten can do it—the track rises to place. The truck drives on. It is never raised. The grain is unloaded in a jiffy. Another easy pull of the lever and the track slowly and softly settles into place. The truck drives off, the job is done in a jiffy.

### Send for that FREE Book

Every elevator owner and manager who realizes that more and more grain will be handled by trucks knows he needs this simple, effective unloader. Do not risk losing the trade of busy farmers who become impatient waiting for



Showing side view of truck dump with truck on it ready to unload.

trucks to be unloaded. The truck owner will favor the elevator who gives him this help. The farmers with grain loaded wagons, too, will favor you. They don't want to wait while trucks unload.

*So send for this Free Book. Learn how and why this simple device does so much work for you. There is no obligation. Just a postal and the book goes to you.*

## **AUTOMATIC TRUCK DUMP CO.**

502 Grain Exchange Building

- - - -

OMAHA, NEB.



# National Giant



HEAD SECTION

The Greatest Elevator On Earth



Can Be Used With or Without Cupola

## Farm Elevators



**National Steel Tube Elevator**  
For All Small Grains

Greatest outfit ever put on the market. Works successful at any angle between 30 to 60 degrees. Capacity 18 bushels per minute. Runs on 3 1/2 h. p. Used with or without wagon jack. Power optional. Write for full details and prices.



Strongest Section Ever Put on an Elevator

## Contract for The World's Best Farm Elevators

The Portable Elevator Line Comprises the Best Outside and Inside Machines — Backed by a Most Powerful Advertising Campaign and the Most Liberal Sales Policy.

### Our National Giant Steel Portable Elevator

The elevator grain farmers are looking for. Meets increased strength demands of 36 to 48-foot elevator length because it has 16 angles to the section — others only 6. Four wood ribs running full length, corrugated steel couplers and keeper irons insure everlasting stability. Has greater capacity. Cribbs 60 bushels in 3 minutes. Screen in bottom keeps out silk and shelled corn — preventing rotting.

### Our National Giant Inside Bucket Elevator

On cribs 30x32 feet or less, with half pitch roof, it is not necessary to have a cupola. When cupola is necessary, we can save the farmer \$15 to \$30. We also save him the cost of digging a pit and on the length of elevator required. This machine has No. 77 chain. Spout swings around from side to side — fills crib directly back of elevator — also leaves corn on the cob where it belongs.

**GRAIN DEALERS** Write for Special Proposition on entire line of Inside and Outside Elevators on which you can hold your price and make a good profit — which is coming to the good dealer.

New Catalog and Crib Plans Free.

## PORTABLE ELEVATOR MFG. CO.

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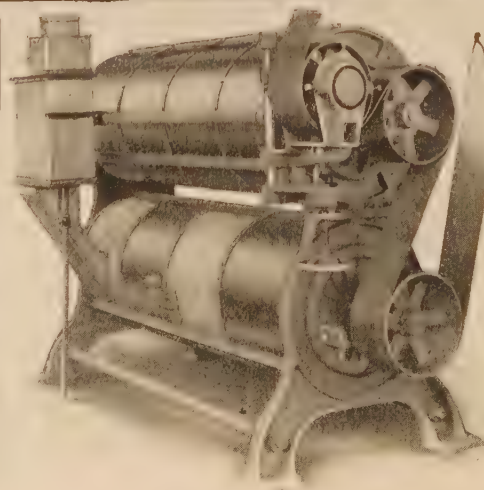
## SMUT

Wheat affected with smut and other contaminations is easily and quickly cleaned by the Wolf-Dawson Wheat Washer and Drier.

Costs from 1/5 to 1/2 cent per bushel. Dockage ranges from 10 to 25%. Big profits. Cleans the wheat clean and leaves it in prime condition for shipping or milling.

Write for Bulletin and Catalog of Mill Machinery.

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Less Cost**

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to the trade that our new mill at Sioux City is in operation and that we are in position to furnish

## “APCO” NU-MEEL

Milled from the best alfalfa in South Dakota, Nebraska and Iowa, in a mill that is up-to-date in every feature, “Apco” products attain a degree of excellence not heretofore known.

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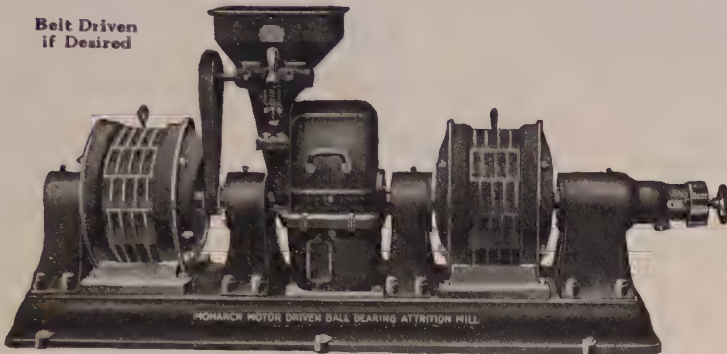
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# MONARCH BALL-BEARING ATTRITION MILL

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All Attrition Mill Requirements*

Belt Driven  
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

## Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

*Write for Catalog No. D115*

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Mill Builders and Milling Engineers

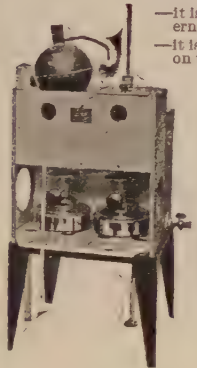
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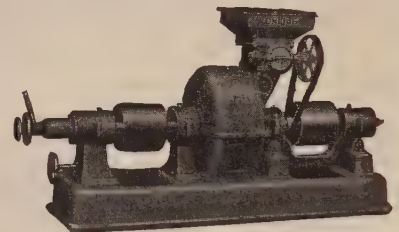
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One man wrote us recently:

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DIRECT HEAT OR STEAM

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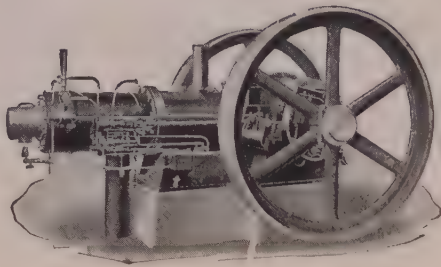
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Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

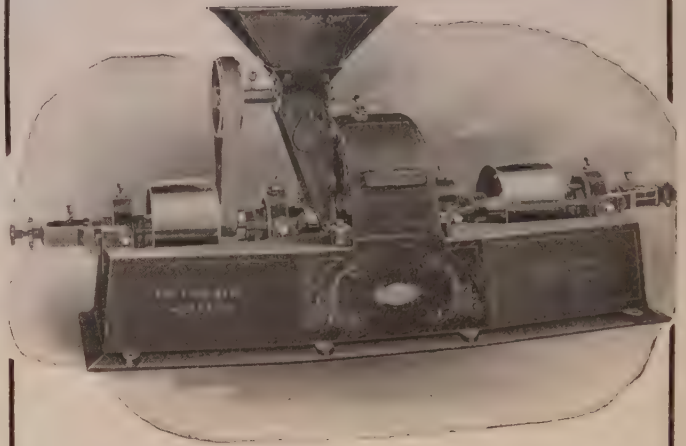
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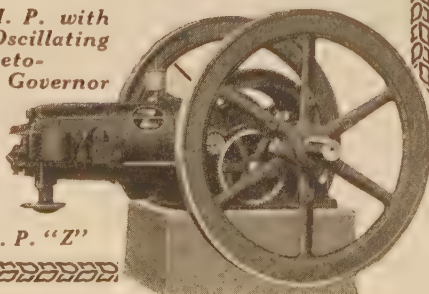
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Have an enviable record for producing efficient grain elevator power. All sizes use KEROSENE and other economical fuels. Guaranteed by Fairbanks-Morse Quality.

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During these years we have equipped thousands of elevators with dust collecting systems to



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Your liability attaches if you don't protect your elevator and workers.

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Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

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305 So. La Salle Street CHICAGO, ILL.

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La Salle St.

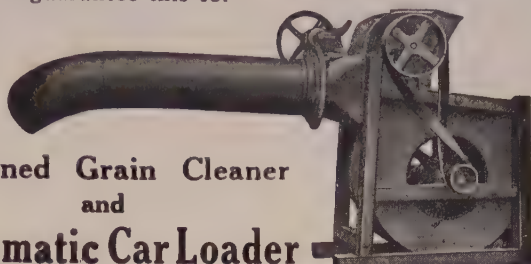
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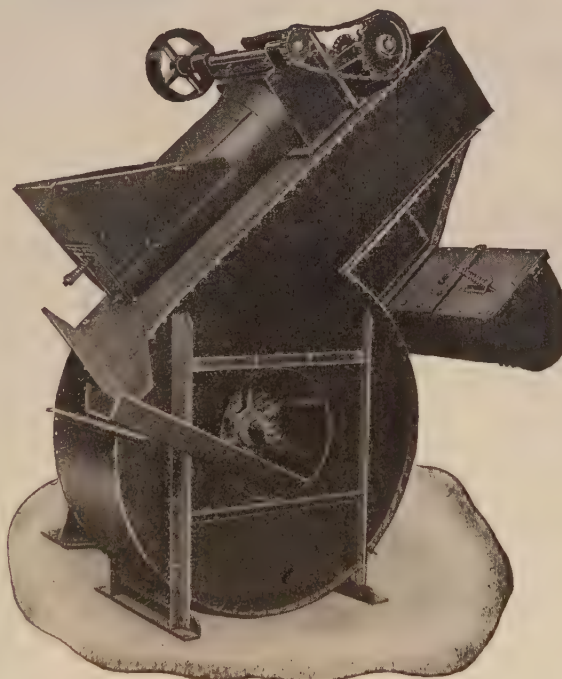
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## WHY?



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They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

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use our Grain Dealers Air  
Tight Cans for forwarding  
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Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

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No Interruptions to Work of Other Men

With it one man may save many times his wages and even the cost of the tool every day in avoidance of high demurrage charges.

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Try One 30 Days—No Money in Advance.

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Style No. 4000 Used in Moisture Test.

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If you are backed up by a good feed mill your persuasive powers will not be lacking.

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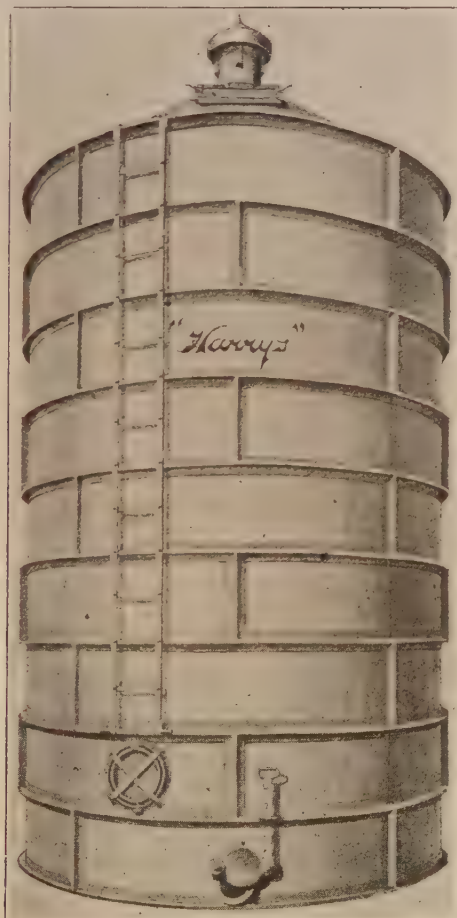
## RELIABLE CONSTRUCTION

CONCRETE ELEVATORS may cost a little more to construct, but they give better protection to grain from fire, wind, insects, and heat. In fact, the experience of many operators of concrete elevators supports the conviction that not only does grain keep better in concrete storage, but it is oftentimes improved by such storage.

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of our numerous plants built in Indiana will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant write us.

### RELIANCE CONSTRUCTION CO.

Board of Trade Bldg. INDIANAPOLIS, IND.



## Harry's Sectional Grain Storage Tank

will solve the problem which the big grain crop of this year will put up to the Grain Shipper, the Grain Dealer and the Miller.

Sectional in construction, they can be shipped anywhere. They are easily and quickly erected with unskilled labor and are just as easily taken down for removal to another location.

The Harry's Grain Storage Tanks will add to your present storage capacity easily, quickly and cheaply.

We can furnish these grain tanks in various diameters up to 21 feet and in height up to 28 feet and in capacity up to 8,000 bushels.

Don't get the idea that they are a makeshift. They are thoroughly dependable and will last as long and give you as good service as any other grain tank or bin.

Ask for our catalog or tell us your needs and let us fix you up.

**Harry Bro's. Co., of La. New Orleans, La.**



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## DON'T DELAY BUILDING!

We give you QUICK ACTION

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WOOD or FIREPROOF CONSTRUCTION

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## Decatur Construction Co.

ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS510-512 Walt Building  
DECATUR ILLINOIS

## EFFICIENT ERECTING CO.

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

6803 Parnell Ave., Englewood, Chicago, Ill.

If you wish to build your elevator  
right, my eighteen years experi-  
ence is at your command.C. E. BIRD & CO.  
MINNEAPOLIS MINNESOTA

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Designers and Constructors of

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## GEO. SAATHOFF

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Grain Elevators

Hotel Mayer PEORIA, ILLS.



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction ofGRAIN and COAL  
ELEVATORST. E. Ibberson Company  
MINNEAPOLIS, MINN."Gain may be temporary and uncertain but  
expense is constant and certain."Year after year we build for the same clients.  
There must be a reason.Let Burrell Engineering & Construction Company  
design and build your elevator or mill and be sure your  
expense which is constant will be kept to a minimum.Do not experiment when you make a permanent  
investment. Our service is available to you.

Elevators, Mills, Storage 900 Successful Plants Built and Operating

BURRELL ENGINEERING &amp; CONSTR. CO.

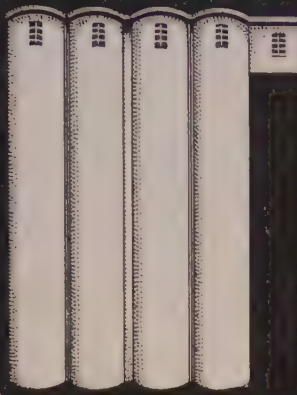
Webster Bldg. - - - - CHICAGO, ILL.

Security Building, KANSAS CITY, MO.



## CONCRETE ELEVATORS and MILL BUILDINGS

DEVERELL, SPENCER & CO.  
GARRETT BUILDING  
BALTIMORE, MARYLAND



American Flint Tile Elevator

## HOLLOW TILE ELEVATORS

Fireproof, no upkeep,  
indestructible. Guaranteed.

Built with

**American Flint Tile**

**COST LESS THAN  
CEMENT OR WOOD**

Special Construction. Plans  
and estimates furnished free.

**W. W. COATES CO.**

Write Dept. Y Nearest Office

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Sioux City Des Moines  
Oklahoma City St. Louis

## NEWELL CONSTRUCTION CO.

CONTRACTORS, DESIGNERS  
AND BUILDERS

Also Jobbers of

ELEVATOR AND MILL SUPPLIES

430-432 Grandby Bldg.

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## White Star Co. WICHITA, KAN.

**BUILDERS of  
Good Elevators**

WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND

## W. C. BAILEY Contracts and Builds Modern Grain Elevators

We can furnish and install equipment in old  
or new elevators, guaranteeing greater capac-  
ity with less power, and positive Non-Chok-  
able working leg. Let us show you.

433 Ramage Bldg., OMAHA, NEBR.

## A. G. BOGGESS Builder of GRAIN ELEVATORS and Coal Pockets

Phone F. 282 P. O. Box 166  
DECATUR, ILL.

## A. F. ROBERTS ERECTS ELEVATORS FURNISHES CORN MILLS WAREHOUSES PLANS ESTIMATES MACHINERY

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## MILLER, HOLBROOK, WARREN & CO. DESIGNING ENGINEERS

Reinforced Concrete Elevators  
Large or Small

Millikin Building DECATUR, ILL.

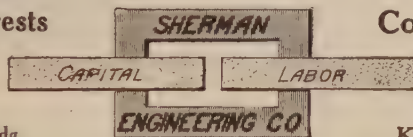
## L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

## HICKOK Construction Co. MINNEAPOLIS & SPOKANE ELEVATORS

### Protect Your Interests

Plans  
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Grain Elevators  
Oat Meal Mills  
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Warehouses  
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We Carry Liability Insurance

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## L. A. STINSON

CONSULTING ENGINEER

H. E. GODFREY, Civil Engineer

Elevators

Mills and Warehouses

Complete

National Life Bldg., CHICAGO, ILL.

### MECHANICAL ENGINEER

with 12 years' experience in complete de-  
signing of grain elevators, power plants,  
flour mills, etc., is open for high class  
sales, engineering or business proposition.  
Formerly connected with contractors and  
builders.  
Address Designer, Box 1, Grain Dealers  
Journal, Chicago, Ill.

### R. M. Van Ness Construction Company

Grain Exchange Bldg., Omaha, Neb.

Designers and Builders of

**MODERN GRAIN ELEVATORS**

Plans Submitted

Correspondence Solicited

## Record of Cars Shipped

This double page form is designed especially for country ship-  
pers in keeping a complete record of each car of grain shipped  
from any station or to any firm, may be kept by themselves  
under the following column headings: Date Sold, Date Ship-  
ped, Car No., Initials, To Whom Sold, Destination, Grain,  
Grade Sold, Their Inspection, Discount, Amount Freight, Our  
Weight, Bushels, Destination Bushels, Over, Short, Price,  
Amount, Freight, Other Charges, Remarks.

The book is 9x12 inches, and contains 160 pages of ledger  
paper 29 lines to each page, and has spaces for recording the  
foregoing facts regarding 2320 carloads. It is well bound in  
strong boards with leather back and corners.

Order Form 385. Price, \$2.00.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street, CHICAGO, ILL.

## MODERNIZE YOUR COAL HANDLING WITH A GODFREY CONVEYOR



Cut Labor Costs. Eliminate Demurrage.  
Stock Coal when prices are low. The GODFREY  
SYSTEM unloads and conveys mechanically.  
Operated by one man. First cost low. Efficient  
and Economical in operation. Send for descriptive Booklets.

The Godfrey Conveyor Co.,

Elkhart, Indiana





Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

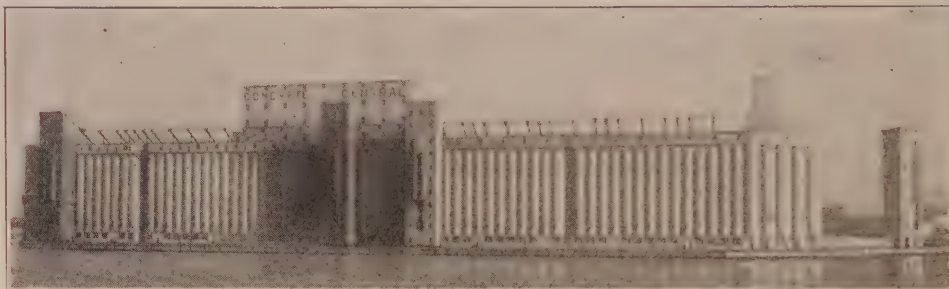
*Write us for Estimates and Proposals*

## Monarch Built Elevators

assure you economical design, first class work, efficient operation.

**SATISFACTION**

*Let us Submit Designs and Prices*



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO., BUFFALO, N. Y.**

## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

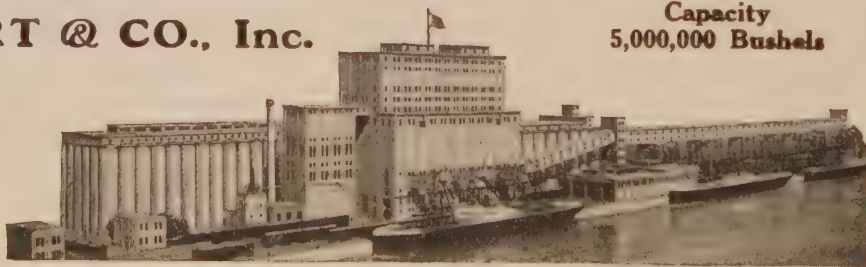
Designers and Builders  
GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD  
GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



## Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES

{ FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.







## Elevator No. 2

Manchester Ship  
Canal Company

Manchester, England

1,500,000 Bushels

## John S. Metcalf Co., Ltd., Grain Elevator Engineers

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

395 Collins Street  
MELBOURNE, AUSTRALIA

36 Southampton Street Strand  
LONDON, W. C., ENGLAND

## FEGLES-BELLOWS ENGINEERING CO. LIMITED

### ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,  
FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG MAN.

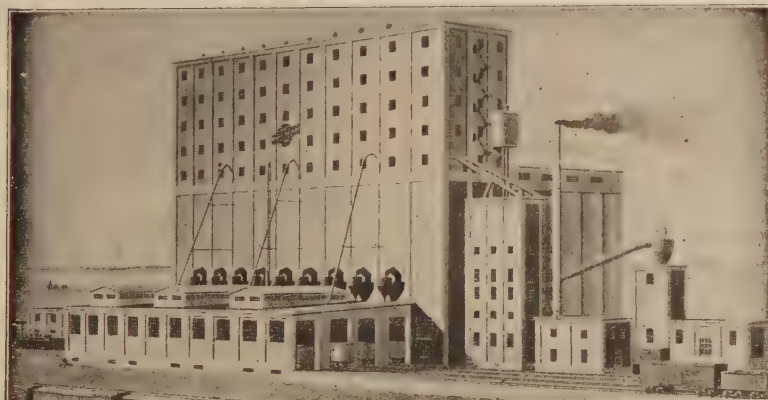
### THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William  
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William  
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



## the 1,250,000 Bushel C. & N. W. Elevator

at  
Council Bluffs, Iowa

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

**WITHERSPOON-ENGLAR CO.**  
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



## Handling Grain for Profit?

If you could DOUBLE the hourly and daily capacity of your present elevator leg; CUT IN HALF the attention, labor and time you now give to it; would such an achievement be of value to you? Figure this out carefully, and see what such a scheme would mean to you in the long run, financially.



You are handling grain mainly for profit. Could you possibly attain your ends in a more simple, or more certain way, than to double the efficiency of your elevator plant? And in a new leg, without cost?

Send for Catalogue F and then let us further unfold this idea to you.

### THE HALL SIGNALING GRAIN DISTRIBUTOR

Our idea is that the Distributor should direct all the grain to the exact spot without mixing, with the least trouble or care, not only now and then, but always.

That is the service that the Hall Distributor performs.

**Hall Distributor Company, 222 Railway Exchange Omaha, Nebr.**

### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



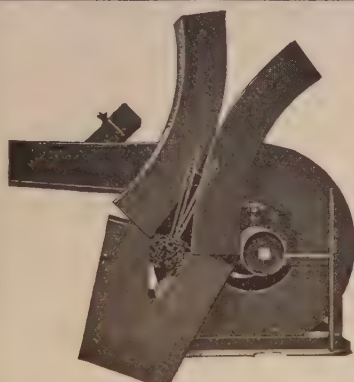
### CONE-SHAPE GRINDERS

#### It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobusburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **G. I. N. P. BOWSHER CO., SOUTH BEND, IND.**



## No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." *Kenney Elevator Co., Kenney, Ill.*

"Your Boss Air Blast Loader is giving the best of service." *G. N. Falknor & Son, West Milton, O.*

"We would not think of going back to gravity." *J. L. Baum & Son, Storms, O.*

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Straws Crossing we saw one in operation and it certainly was doing the work." *Central Illinois Grain Co., Ashland, Ill.* They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—" \$60.00 A CAR PROFIT " and " BETTER PROFITS FOR YOU. " They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**



## For Safety or Economy

The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

## Knickerbocker "1905" Cyclone DUST COLLECTOR

**The Knickerbocker Co.,**

**Jackson, Michigan**

## Clark's Car Register

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/2 in.

No. 40. Contains spaces for 9000 cars  
No. 42. " " " 17000 "

\$1.75  
2.75

**GRAIN DEALERS JOURNAL**

305 So. La Salle Street

Chicago, Ill.

## SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; Car thoroughly examined and found to be in good condition and properly sealed when delivered to the ———— R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00  
**Grain Dealers Journal, Chicago, Ill.**

## What have you? FOR SALE

An Elevator  
Machinery  
Seeds

## Do you want?

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

## Grain Dealers Journal CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 20 cents per type line.



# Now 2 Sturdy Ankorite Types

**T**O the popular angle steel post, which has proved to be a wonderful money-maker for Ankorite dealers, we've now added another type that gives them one more tremendous advantage in shutting out competition—the Ankorite “T” post.

It is of the same sturdy construction as the angle post; flexible under strain, but always springs back into place. It has the famous Patented Crimped Anchor that makes the Ankorite the choice of every fence post buyer who has an opportunity to compare it with other steel posts.

No special fasteners to bother with—Ankorite Posts are provided with slots for fastening the wire with ORDINARY STAPLES.

Show your prospects these springy, rail steel Ankorite Posts and let them take their choice. Get in your order now for a shipment of each—THIS IS THE TIME TO HAVE THEM WORKING FOR YOU.

## Get The Facts About This Hard-Hitting Sales Plan

It's a plan by which we'll go after your prospects from every conceivable angle with a series of straight-from-the-shoulder order-clinching letters, folders, farm paper and local newspaper ads. We'll guarantee to get customers into your store if you'll sell them the posts!

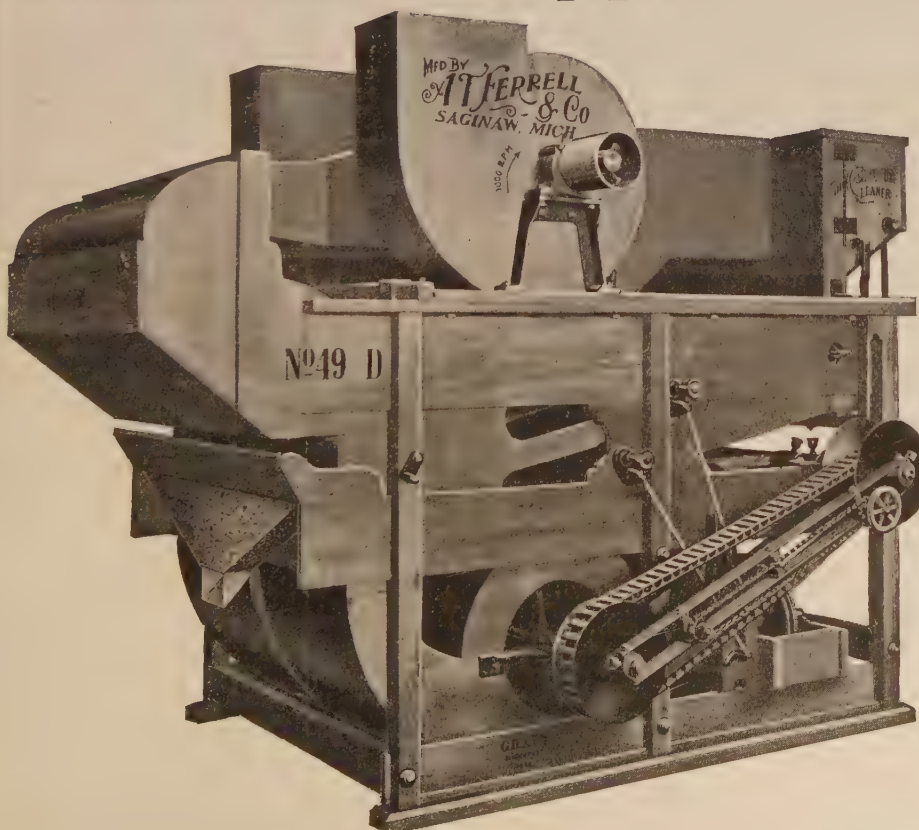
The plan is costing us thousands of dollars—it's free to you if you'll use it.

Want the new price list? A postcard or letter will bring it by return mail.

Patented  
Aug. 21,  
1917. Other  
Patents  
Pending

**Calumet Steel Co. 208 So. La Salle St.,  
Dept. - - Chicago**

## Dustless “Clipper” Cleaner Number 49-D



This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

The dustless attachment is a great advantage. Its fan is powerful and will drive the dust a long way. It also has a short leg which lifts the dust and dirt from the grain before it passes over the screen.

We have a machine for almost every grain cleaning purpose. Write for our catalog and full information.

**A. T. Ferrell & Co.**  
Saginaw, W. S., Mich.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

OUR ELEVATOR ON THE SANTA FE railroad for sale. Stipp & Co., Carrollton, Mo.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

60,000 bu. CENTRAL ILLINOIS ELEVATOR, located on private ground. Cheap if sold soon. Central Box 6, Grain Dealers Journal, Chicago.

20,000 BU. ELEVATOR doing good business. Good American town 1000 people. Fine school and churches. Address Vernon, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

2 ELEVATORS in good grain country in Eastern So. Dakota and ONE in S. W. Minn. for sale at a bargain if taken at once. Address Blank, Box 12, Grain Dealers Journal, Chicago.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

ONE-HALF INTEREST IN 25,000-BU. Elevator in excellent repair. Heart of wheat and corn belt. Handled \$500,000 business last year, will do more this year. Price \$12,000 cash—no trade considered. Established 20 yrs. Reason for selling, wish to retire. Have feed, seed, flour and poultry and egg business in connection if wanted. O'Connor & Stratton, Hartford, Kans.

3 COUNTRY ELEVATORS, in richest wheat growing section of the Northwest for sale. Doing good business—made over 50% on investment last year. Will sell one or all—terms easy. Address Bixota, Box 10, Grain Dealers Journal, Chicago.

CHEAP for quick sale. Good 10,000 Bu. Studied Elevator. Electric lights and power. Crib for 3,000 Bu. Ear Corn. Bins for 100 tons coal. Good territory and good business. No competition. Address: Central Iowa, Box 11, Grain Dealers Journal, Chicago.

25,000 BU. CAPACITY CONCRETE ELEVATOR located in Chicago. 500 tons storage capacity for sacked feeds. This building suitable for seed warehouse or mfg. plant. Furnished complete with all necessary machinery. Almost new, 1st class running order. Address Feeds, Box 10, Grain Dealers Journal, Chicago.

ELEVATOR, Seed, Feed and Coal Business. A thrifty business, good location, in live town located in one of the best grain producing regions in southern Iowa. Only elevator in large trade territory. Reason for selling, owner finds it necessary to change climate on account of poor health. Price reasonable. Write for particulars. F. M. Keeney & Sons, Woodburn, Ia.

1/2 INTEREST in 10,000 cap. elevator and 250 ton coal bins; 3,000 bu. corn crib detached from elvtr. Ground Feed Wareroom. Situated on Wabash R. R. ground. Retail trade now running better than \$10,000 a month, with prospects of doubling. Stock will invoice \$6,000. Good, prosperous town. Price \$5,000. Closest inspection invited. C. W. Glynn, Sturgeon, Mo.

## ELEVATORS FOR SALE.

GRAIN BUSINESS and modern terminal elevator making good profits for sale. Easy terms if wanted. Address Link, Box 1, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 12, Grain Dealers Journal, Chicago.

15,000 BU. CAPACITY Grain Elevator, modern and new, on R. I. Ry. in eastern Colo. for sale. Office and living rooms. Only elvtr. in town. Large and growing territory. Address J. E. Rule, Clayton, Kansas.

65,000 BUS. ELEVATOR in Cent. Illinois for sale. Building is iron clad; 1/2 million bus. station; one competitor. Would consider a good black land farm as cash. Address: M. M. W., Box 1, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS, 20,000 bu. capacity each; electric power, good coal and feed business. Located in eastern Michigan on Trunk Line R. R. Good wheat and oat section. Good reason for selling. Address H. P. Stoughton, Capac, Mich.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

INDIANA ELEVATOR and residence near Chicago for sale. Also coal, lumber and building material. No competition. 1918 turnover about \$300,000. A money maker. Good school. Reason for selling, ill-health. Address: Big Bargain, Box 1, Grain Dealers Journal, Chicago.

## ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## ELEVATORS FOR SALE

If you want to buy or sell an Elevator or anything in the line of elevator equipment try a Liner advertisement on the Classified pages. Send along your special Wants and see how quickly the Grain Dealers Journal can meet requirements. We cover the entire field twice a month.

## ELEVATORS WANTED.

ELEVATOR WANTED. Send description and price. C. C. Shepard, Minneapolis, Minn.

WILL PAY CASH for Elevator in northwest Iowa. State price and location in first letter. Address Box 56, Schaller, Iowa.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 1, Grain Dealers Journal, Chicago.

ONE TO 3 ELEVATORS in Central Ill. wanted. Must handle at least 200,000 bu. per elevator. Address Cash, Box 12, Grain Dealers Journal, Chicago.

SMALL GRAIN ELEVATOR wanted that is doing a good retail business. Central Ohio preferred. Address: Ward, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN A GOOD CORN, Oats and Wheat territory wanted to rent with privilege of buying same if satisfactory. Address: Sure, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN CENT. ILL. wanted. Must show 150,000 bu. or better. Send description and spot cash price. Address: Central, Box 1, Grain Dealers Journal, Chicago.

ONE OR TWO ELEVATORS showing good volume of business wanted to buy or lease. So. Dakota preferred. Give full particulars first letter. Address: Valley, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN ILLINOIS wanted in exchange for 440 acres good land in Minnesota. Fair improvements, \$50 per acre. Address: Inland Grain Co., Galesburg, Ill.

WANT TO BUY one or more good elevators doing a good business. Illinois or Indiana preferred. Address Brothers, Box 10, Grain Dealers Journal, Chicago.

WILL EXCHANGE 320 ACRES Kiowa County, Kansas land for Illinois Elevator, 125 acres now in wheat, 80 acres will be planted in corn. Exchange, Box 8, Grain Dealers Journal, Chicago.

I WANT TO BUY a half interest in an elevator doing a good business in Minnesota, North or South Dakota, where management of the business goes with the sale. Give full particulars first letter. Address Lock Box 214, Cogs-well, N. D.

## PARTNERS WANTED

I HAVE A LOT adjoining right-of-way of good railroad, about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help finance the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

"We have enough answers from our ad in the Journal to hire men for a dozen elevators." Wells-Abbott-Niemon Co.



## MILLS FOR SALE.

**STRICTLY MODERN** water power Grist Mill and water right for sale. Old established business. Price \$10,000.00. For particulars address A. E. Fink, Plymouth, Ind.

**NEW FLOUR MILL, UP-TO-DATE** Roller System, Allis-Chalmers, run by Westinghouse Motors; 150 bbls. per day capacity. Buildings in good repair, on 94.91 perches of land. Near Penna. and B. & O. R. R. In fine wheat growing section of Penna., 25 miles from Pittsburgh. Price \$17,000.00; half down, balance reasonable terms. William Christman, Washington, Penna.

## MILLS AND ELEVATORS FOR SALE.

**20,000 BU.** elevator, equipped with electric power. Cement block feed mill 20x24 with basement and equipped with 24" 30 h.p. electric mill sheller and crusher. Coal and wood yard. Address Thos. E. Waters, Hastings, Mich.

**FIRST CLASS CRIBBED,** Galvanized Iron Clad Elevator of about 20,000 bu. capacity; Good Roller Meal and Chop Mill in connection. Storage in plant for 40 tons or more Feed. Equipped for Shelling and Cleaning Grain in transit. 1st class equipment, occupies a city block, on private track of 500 to 600 ft. with room for other buildings; Feed Yards in connection; also Seed business and Custom Grinding. Located in Kansas, on Santa Fe Ry., about 50 miles from Kansas City. Address Bargain, Box 10, Grain Dealers Journal, Chicago.

## BUSINESS OPPORTUNITIES.

**GOOD, CLEAN STOCK OF HARDWARE** and Implements for sale. Located in best of farming community. Wish to retire. Address Lock Box G, Princeville, Ill.

## FEMALE HELP WANTED

**STENOGRAPHER WITH GOOD EDUCATION** and grain trade experience wanted. Address: Manager, Box 1, Grain Dealers Journal, Chicago.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**EXPERIENCED HELP,** such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

## MALE HELP WANTED.

**EXPERIENCED GRAIN BUYER** to take charge of elevator at 500 bbl. country flour mill. Good steady position for competent man. Baldwin Flour Mills, Minneapolis, Minn.

**CLERK FOR BOOK DEPT.,** express and mail shipping. Must operate typewriter and conduct correspondence. Write age and experience to Mgr., Box 1, Grain Dealers Journal, Chicago.

**GRAIN SOLICITOR** for Missouri and Kansas wanted. Some one thoroughly acquainted with the trade preferred. Address giving reference, etc. Address Kansas Box 12, Grain Dealers Journal, Chicago.

**GRAIN SOLICITOR** for S. E. South Dakota and southern Minnesota. Must have experience; some one controlling fair volume of business preferred. Address, giving reference and salary expected: Minn., Box 1, Grain Dealers Journal, Chicago.

**ELEVATOR CONSTRUCTION FOREMAN,** good wages and steady work for sober and industrious man. Also elevator CARPENTERS and HELPERS. Address or call at Room 3, Grain Exchange, Omaha, Nebr.

**FIRST CLASS SUPT.** for small elevator, corn mill and mixed feed plant wanted by Sept. 15th. Must be experienced; thoroly competent to handle machinery and produce results. Address, giving references, Velvet, Box 1, Grain Dealers Journal, Chicago.

**SUPERINTENDENTS** for country elevator construction in reinforced concrete. Men familiar with draw-form work and who can handle job from start to finish. Apply, giving references and salary expected, to Simon Construction Co., Columbia, Missouri.

**AN EXPERIENCED ELEVATOR** man understanding grading, mixing and blending of grain wanted for small terminal elevator and corn mill. Business and living conditions exceptionally good. Located in city about 35,000. Permanent position. Address: Miller, Box 1, Grain Dealers Journal, Chicago.

## SALESMAN WANTED.

**YOUNG MAN** of good education and character to travel South Eastern territory as representative of one of Indiana's leading mills. Splendid opportunity for the right man. Must have experience in the sale or manufacture of corn meal and corn products. Give full particulars in first letter. Reference required. Box 468, Lawrenceburg, Indiana.

## SITUATIONS WANTED.

**AS MANAGER OF AN ELEVATOR,** 15 yrs. experience in Grain, Flour and Feed. Prefer Iowa. Good references. 50 yrs. of age. Married, Good bookkeeper. Address Steady, Box 10, Grain Dealers Journal, Chicago.

**AS GRAIN BUYER,** by young man of 29. Ten years experience. Will invest some capital if firm is large and shows a future. Can accept a position after July 20. Address: Wayne, Box 1, Grain Dealers Journal, Chicago.

**CAPABLE HUSTLER,** exp. several years in all grains; would manage a country elevator in good grain territory. Used to side lines and doing real business. Try me. Address Temperate, Box 1, Grain Dealers Journal, Chicago.

**AS MANAGER OR SUPT. OF ELEVATOR** or line of elevators; 20 yrs. inspector and superintendent in largest terminal markets. Also experienced in Federal Grain Supervision work. Address: Whitman, Box 1, Grain Dealers Journal, Chicago.

**IN ELEVATOR** by man who has had several years' experience in flour milling and retail grain and feed business. Wish connection with progressive firm, where there is chance for advancement. Address: Hiram, Box 1, Grain Dealers Journal, Chicago.

**IN COUNTRY ELEVATOR BY A DISCHARGED U. S. soldier.** 1½ yrs. experience in elevator. Also have been grain clerk in the Omaha market with a grain firm. Can keep set of books and operate a typewriter. Have had experience in lumber yard. Will travel. Address P. O. Box 176, Hastings, Nebr.

**CAPABLE, EXPERIENCED, Sober, HUSTLER** seeks position in good territory; anywhere west of Eastern Illinois where real grain exists. Want to manage an elevator proposition that will "elevate." A-1 value given and "white" rewards expected. Hustler, Box 10, Grain Dealers Journal, Chicago.

**MARRIED MAN IN UPPER THIRTIES;** college education. Experience covers that of manager, solicitor and telegrapher for grain brokerage houses; collection manager for mercantile agency; also railroad experience. Have sales ability. Wish to connect with good grain firm. Address Quick, Box 10, Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## KEEP POSTED

### GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

*Gentlemen:*—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator.....'Post Office.....

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Use Universal Grain Code and Reduce Your Tolls.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8¼x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

Price, \$2.50

**Grain Dealers Journal**

305 So. La Salle St., CHICAGO, ILL.



## MACHINES FOR SALE.

**BOWSER NO. 9** Feed Mill in perfect running order for sale. \$25.00. W. A. Meloy, Argos, Ind.

**ONE NO. 107** Barnard & Leas Elevator Separator in good condition for sale. Vinita Milling Company, Vinita, Oklahoma.

**ONE FOSTON 70" ELEVATOR CLEANER.** In use three months. Machine in first class condition. Reason for selling, larger cleaner wanted. J. M. Riebs, Jr., 407 Mitchell Bldg., Milwaukee, Wisc.

**ONE NO. 2** Sidney Oscillating Corn and Grain Cleaner in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Arm-acost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

**FOR SALE: BIG LOT** of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

## REAL BARGAINS.

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

## MACHINES WANTED.

**ONE STAND** of double 9x30 Rolls wanted, Allis Frame preferred. Also two round reels. J. W. Boyd Grain & Corn Co., Joplin, Mo.

**WANTED—One No. 4** Cranson Buckwheat Scourer. Loughry Bros. Milling & Grain Co., Monticello, Indiana.

**2 NEEDLE MACHINES** equipped with either No. 3½ or No. 4 size needles. Give full information regarding your machines to Broadway, Box 12, Grain Dealers Journal, Chicago.

**WANT A 2ND HAND MONITOR** Automatic Receiving SEPARATOR with disc oiling eccentric and sieve cleaners, size No. 10, 11 or 12; style "B" preferred, style "A" considered. Clare, Box 10, Grain Dealers Journal, Chicago.

**IF YOU WANT A MACHINE** that is not ad-known. Some one wants to sell the machine vertised here, ask for it. Make your wants you need, but hasn't started advertising it.

## MISCELLANEOUS WANTED.

**ONE REBUILT TRACK SCALE**, 100 tons Dead rails, T reg Beam; Automatic Meal sacking scales, 6 to 200 pounds; Roller Mill 9x24 Double; Double Disc Aspirator, 80 bu. capacity; Corn degerminator, 80 bu. capacity, WANTED. Address General, Box 1, Grain Dealers Journal, Chicago.

## DYNAMOS—MOTORS.

**ELECTRIC MOTORS**, Generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machy. Co., 215 Goodrich Place, Kansas City, Mo.

**15 H.P. SINGLE PHASE WAGNER MOTOR.** 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Rail-back Grain Co., Ashland, Nebr.

## STEAM ENGINES, BOILERS.

**40 H.P. GEM CITY** Steam Boiler for sale. W. H. Hill, Jenera, Ohio.

**TWO SECOND HAND** 40 h. p. Boilers with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

**ONE 12x30 CUMMER** Automatic Engine in good order; 83 h.p. with 80-lb. steam cutting off ¼ stroke; 120 R.P.M. Will sell at a bargain. Dimond Milling Co., Keokuk, Iowa.

**BOILERS, TWO 75 HORSE HEINE**, 20 and 60 horse Tubular and Scotch, 200 horse heater, 175 horse Buckeye Engine, Gasoline Engines and pumps. Casey Boiler Works, Springfield, Ohio.

**ONE 25 H.P. Atlas** Steam Engine and one 25 h.p. Atlas "P" Boiler, both mounted on skids, engine under front of boiler, only used short time; located at Bosworth, Mo. Address Missouri, Box 12, Grain Dealers Journal, Chicago.

**DO YOU** want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.



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For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**GOOD AS NEW**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

**B. F. GUMP CO.**

THE MILL SUPPLY HOUSE

431-437 South Clinton Street, CHICAGO, ILL.

## GASOLINE ENGINES FOR SALE.

**110 H. P. BESSEMER** Gas Engine in good running shape for sale. Address: Farmers Business Assn., Chanute, Kas.

**ONE 50 H. P.** and one 15 H. P. Gas Engine for sale at a bargain. Mangelsdorf Seed Co., Atchison, Kansas.

**ONE 17 H. P. GAS ENGINE**, shafting, hangers and leather belting for sale. Address Wittwer Bros., 200 E. 7th St., Columbus, O.

**NEW AND REBUILT** Engines from 1½ h.p. up. Clutch Pulleys, General supplies and Repairs. Bauroth Bros. Co., Springfield, Ohio.

**ONE 25 H. P. FAIRBANKS-MORSE** Gasoline Engine, Type N, in good running order, for sale. Write us for full particulars. Roe Fugh, Bradford, Ohio.

**FOR SALE:** One 25 h.p.; one 35 h.p., and one 45 h.p. Miami Gas Engines, in excellent condition. Address: The Shurtle Brothers Machine Co., Middletown, Ohio.

**25 H.P. TWO-CYLINDER VICTOR** Vertical I. H. C. Gas Engine. Complete with air starter and tank. Also Northways two pair high feed mill, No. 815 Style A. Both in good running condition. Benchland Farmers Elevator Co., Benchland, Montana.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

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**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**WHEN** the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

**FOR SALE**—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

**GIVE** a Journal "Wanted—For Sale" ad something to do for you.

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(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 38 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 3½ cents in ¼ cent rises.

Order Form 4090 WL. Price 60 cents.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street

Chicago, Ill.

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and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

## Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.



## SEEDS FOR SALE-WANTED

### SCALES FOR SALE.

ONE 22-FT. FAIRBANKS Wagon Scale for sale. Price \$75.00. Horner Elevator & Mill Co., Lawrenceville, Ill.

6,000 LB. FAIRBANKS HOPPER SCALE for sale. Used one year. Address: Grain, Box 1, Grain Dealers Journal, Chicago.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

2,000 BU. RICHARDSON Automatic Scale \$300.00; Barnard & Leas 3 pair high 9x18 Roller Mill \$300.00; Wilford 3 roll Mill \$150.00. Wm. Ringle & Co., Cambridge, Ill.

ONE RICHARDSON AUTOMATIC SCALE, 1916 type, in first-class condition, selling because we are replacing with a ten bushel machine of the same make, as we need larger capacity. Address Farmers Elevator Company, La Crosse, Ind.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap. NATHAN KLEIN & CO. 210 Center Street. New York City.

### SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.  
2439 N. Crawford Ave. - Chicago, Ill.

### BAGS-BAGGING-BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

### SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

### BAGS FOR SALE.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

### FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted-For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

### WANTED

Timothy Seed--Medium Red Clover

Shippers of all kinds of Field Seeds.  
Poultry Foods--Specialty.

JAMESON HEVENER CO.  
St. Paul, Minn.

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CHICAGO, ILL.

We Buy and Sell

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Ask for Prices  
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Handlers of everything in

### HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie  
Clover Picking  
Alfalfa Straw

192 N. Clark St.  
CHICAGO, ILL.

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### ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

McCausland, Sam'l., Ryegrass & Dogstail.

### BUFFALO, N. Y.

Whitney-Eckstein Seed Co. wholesale seeds.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

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Small & Co., W. H., seeds, grain and hay.

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### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

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Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.  
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Lewis Implement & Seed Co., field seeds & implements.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

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Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imprts.

### OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ROCKFORD, ILL.

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### ST. LOUIS, MO.

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WHITE  
ALSIKE  
ALFALFA  
SWEET

**CLOVERS**

**Timothy, Grass  
SEEDS**

CAR LOTS OR LESS

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CLOVER AND TIMOTHY SEED—GRAIN

# **MONARCH BUCKWHEAT GRAIN COMPANY**

## **CUMBERLAND, MD.**

**Producers and Exporters—Buckwheat Grain Exclusively**  
CAR LOTS ONLY

### **Japanese and Silver Hull Varieties**

REASONABLY CLEAN—From the Fields to you Direct.

RECLEANED BUCKWHEAT—IF PREFERRED—ASK FOR SAMPLES.

### **Buckwheat for Seeding Purposes**

COMMUNICATE—Would be glad to keep you posted relative to possible conditions, yield and price as NEW CROP progresses, without obligation to you.

We operate in Maryland, Pennsylvania, Virginia and West Virginia.

**POSITIVE OUR SERVICE WILL SATISFY YOU**

**REFERENCES—Second National Bank, Third National Bank, Cumberland, Md.**



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Headquarters for  
Red, White and Alsike  
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Seed  
SEED CORN FIELD PEAS

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WHOLESALE  
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MERCHANTS

SPECIALTIES  
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TOLEDO  
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Clover and Timothy Seed  
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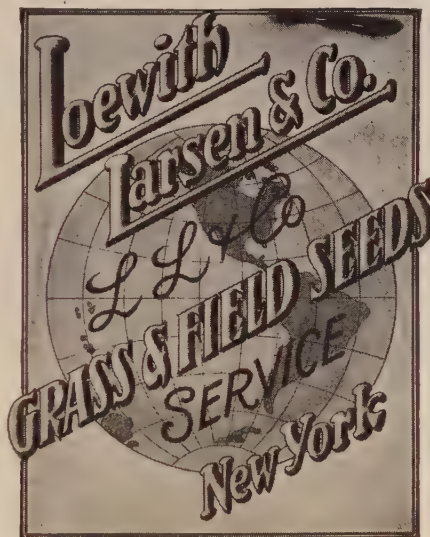
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### CHAMBERS SEED CO.

Incorporated  
GRASS and FIELD SEEDS  
Combining the resources and experience of  
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LOUISVILLE, KY.  
Ky. Blue—Orchard—Red Top  
BUY AND SELL  
Also full line Garden Seeds



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Common Golden Siberian and Hog Millet  
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### The J. M. McCullough's Sons Co.

BUYERS—SELLERS  
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CINCINNATI - - OHIO

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BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

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WHOLESALE FIELD SEEDS  
CLOVER—ALSIKE—TIMOTHY—ALFALFA  
Our Specialty  
All Other Field Seeds  
TOLEDO - - OHIO

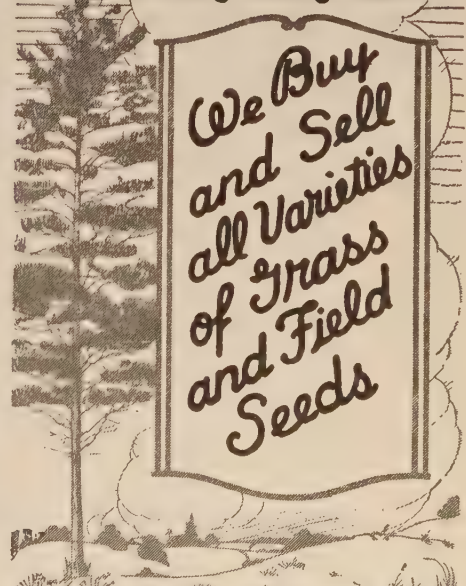
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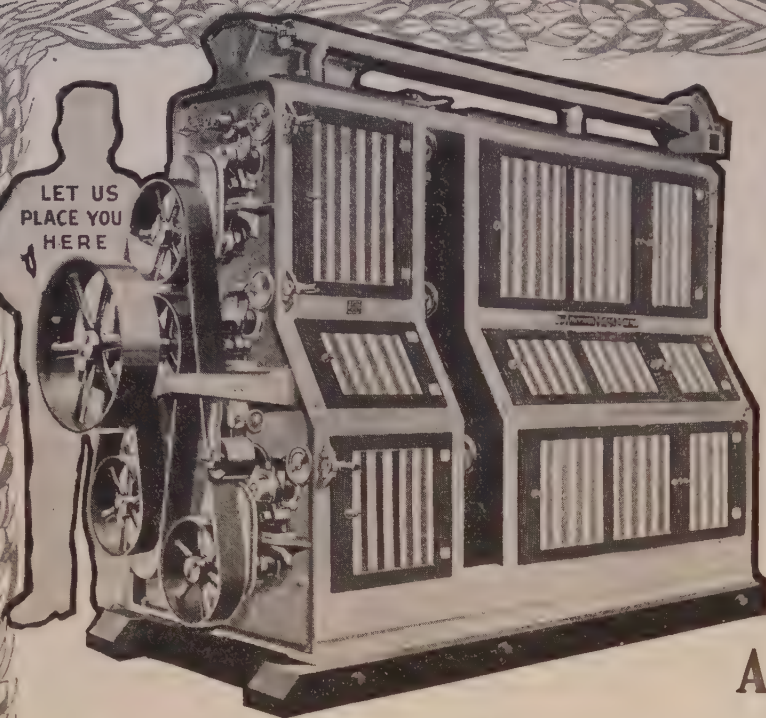
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**The Albert Dickinson Co.**  
MINNEAPOLIS CHICAGO





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*has earned the*

**AMERICAN "MIDGET" MARVEL MILL**

## The British War Office

in London has erected the largest American "Midget" Marvel Mill ever built. It consists of ten units of 60 bbls. each giving a daily capacity of 600 barrels. This plant is making a quality of flour that cannot be beaten and is making it cheaper than any other mill in England.

The success of this mill induced the War Office to order a nine-unit plant of 60 bbls. each making a total capacity of 540 bbls. for their department at Bagdad, Mesopotamia. This new mill is now in the course of construction.

Here in America the "Midget" Marvel is revolutionizing flour milling.

its enviable reputation. Recognized by milling experts as the most remarkable milling unit ever produced, the "Midget" Marvel has gained world-wide approval.

The day of the small long system mill, with its heavy overhead, high consumption of power and labor and its wasteful methods is past.

The **American (Midget) Marvel** with its economy of operation, its high yield of creamy, rich flour, has put the small mill on a highly profitable and competitive basis.

Today more than 1600 of these mills are in operation in this country. Their owners are making unusual profits because they are making **"a better barrel of flour cheaper."**

We maintain a **Service Department** composed of the best milling talent in the country for the free use of "Midget" Marvel owners. They also have the privilege of using our nationally advertised brand.

**"Flavo" (America's Community) Flour**

Write today for a list of our mills in your state. We would like for you to see them in operation.

*Manufactured in seven different capacities—  
15, 25, 40, 50, 60, 75 and 100 barrels per day.*

**Sold on Thirty Days' Free Trial and with the  
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## GRAIN DEALERS JOURNAL

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JULY 10, 1919

SMUT promises to make more trouble for new wheat shippers than the regulations of the Wheat Director.

THE PERMIT system will be clapped on again just as soon as the country shipper has his house full of grain.

CONFIRMATION blanks are becoming more generally used as dealers come to recognize their value in preventing misunderstandings and disputes.

TRADING with Germany will soon be resumed and no doubt an increase in the demand for our barley as well as other grains will soon be apparent.

WHEN YOU encounter a trade snarl, make use of our "Asked-Answered" department. It's free. Give all the essential factors which must be considered and we will make an earnest effort to get you the right answer.

BUYERS of off-grade wheat especially where a dispute arises as to quality, price or grade, should keep a record of all the grade controlling characteristics as well as a fair average sample of the lot in a sealed container. This is for their own protection in case grower takes up the matter with zone manager.

RATES for electric current may fairly be increased a reasonable amount when necessary to enable a public service corporation to meet rising costs and continue in business. On account of the unreliable electric service one elevator company in central Illinois has had to displace its motor with an engine, as the farmers got tired waiting for hours to unload their wagons.

DEALERS in wheat must have a license after July 15 to sell it, and most dealers of the wheat sections are applying for licenses but what is the object of the agreement?

RETROACTIVE refund orders of the Zone managers have left country elevator men with so much fear of being required to give up all their profits and some of their working capital that many hesitate to enter into an agreement with the Grain Corporation for the chance of handling a little wheat at a profit. They prefer to handle coarse grains and be free from governmental regulation, interference and the necessity of making up weekly reports.

WHEAT in the Southwest is so badly mixed with oats and rye that handlers are promised a merry time as soon as the new crop starts to move. Much of this mixture is traceable direct to volunteer sowing, assisted by an open winter. Shippers can get relief from most of their trouble by installing wheat, and oats separators, and if they have very much of the mixed grain, a good separator is sure to pay for itself the first month.

GRAIN DEALERS everywhere have been quick to recognize the socialistic tendencies of the Bureau of Markets and the Non-partisan League. Not only do they deprecate the activities of the various vicious elements, but they are quick to oppose any further infraction of the intent and purpose of our government to foster and promote individual action. The Bolsheviks and I. W. W.'s have no place in our institution and the business men generally are for deporting all of them.

GRAIN DEALERS who have influence with their representatives in Congress owe it to the trade to write a vigorous protest against the government's continuing to muss up the telephone and telegraph, as well as the transportation service. The war is over. Let business have better service, and the cost of producing as well as marketing commodities will be reduced, and the H. C. L., the common enemy of all consumers, will be given a shorter lease on life.

FLAXSEED at \$6.28 per bushel for the July delivery at Duluth to-day is the highest record reached by that oily seed, and a far cry from the price of 64 cents at which cash flax sold at Chicago, Aug. 31, 1896. As flax yields about 10 bus. per acre it is about time for the farmers to increase their acreage to grab off some of this easy money. Or are the Non-Partisan Leaguers in the flax country more intent on robbing the city dweller of his dollar than they are on producing a dollar of their own?

THE ATTENDANCE of country grain elevator operators at recent meetings of grain dealers proves conclusively that they are all deeply interested in the rules and regulations under which they must handle the coming wheat crop, and all are anxious to obtain a clear understanding of what is wanted with a view to complying with the wishes of the Wheat Director. If any have failed to get a clear understanding of any phase of the regulations, they should take it up immediately with their zone manager or with the Wheat Director direct and get a clear explanation before the heavy movement of wheat ensues.

GRAIN elevator owners who refuse or neglect to sign a railroad lease for their building site may avoid assuming a lot of trouble which properly belongs to the railroad company.

CASUALTIES in grain elevators are still more numerous than is necessary. Greater care on the part of employers and employes will contribute to a further reduction. Unless both are alert and on guard against preventable accidents, the number of elevator casualties will continue to increase. Machinery and bins can and in the interests of all should be well protected.

CAR DISTRIBUTION is a matter which should be left to state authorities, unless, of course, the railroad is disposed to do the fair thing without governmental interference. Whenever you experience difficulty in getting cars enough to relieve the congestion in your elevator take up the matter with the different freight officials of your railroad, and failing to get relief there, go straight to the State Railroad Commission or to the Public Utilities Commission. No doubt, cars will be scarce as soon as the crop starts to move in earnest, because terminal elevator facilities are not equal to storing and handling the crop promptly.

NORTH DAKOTA has joined the ranks of the rainbow-chasers and will engage in the grain, milling, banking and several other lines of business, until the losses are heavy enough to awaken the farmers from their day dreams. The laws enacted by Townley and his cohorts have been approved by the impractical bucolics, and state management of several different lines of business will now be attempted on a large scale. No grain dealer of experience can expect other than a flat failure in the grain line, as the man to whom has been entrusted the management of the milling and grain business of the state is none other than Chief Grain Inspector McGovern, who at one time attempted to manage a country elevator in South Dakota but lost his job because of ridiculous results. In the meantime the grain business of North Dakota is likely to suffer from many new and unheard of difficulties.

GRAIN GRADING may be accurate and correct when the work is done, but if cars are delayed at Atlantic port terminals sixty to ninety days, as was charged by O. P. B. Jacobson at the Minneapolis meeting recently, then the conditions and quality of the cars' contents may be materially changed. If this statement is true, the transportation company responsible for the delay should be required to make good any loss forced upon the shipper. The railroads provide at their terminals freight warehouses for most of the commodities they transport, and there is no excuse or reason for their not providing ample elevator facilities for prompt unloading of cars at all terminals. Before the government took over the railroads some of the more progressive ones were building large terminal elevators for the purpose of increasing the earning capacity of their rolling stock. All the grain carrying roads could provide better facilities to their own profit as well as the greater advantage of the grain trade.



SENDING or instructing your local bank to send drafts attached to S. O. Bs/L direct to bank at destination may often get your grain on the market sooner and bring a better price, as well as protect you against the assessment of demurrage.

WHEAT BUYERS in the zone of the St. Louis manager will be greatly relieved by his clear-cut letter which appears on page 64 of this number. This seems to insure the trade from the effect of any retroactive order which may be conceived of some time along about Thanksgiving.

PERMITS are not to the liking of anyone identified with the grain trade, but they afford a much more equitable and quicker means of regulating the flow of grain to a market than the general embargo. If the instructions regarding the issuance of permits are promptly wired to the country station agent much of the trouble experienced last year will be overcome. If any shipper can devise a better scheme for fairly regulating the flow of grain to any market, it will no doubt be grabbed quickly by the Grain Corporation.

A CARRYING CHARGE will probably be announced soon by the Grain Corporation and the allowance of 7/20ths of a cent a bushel to cover insurance and interest each week will be suspended. As soon as the new crop gets well under way all railroads will be badly congested and shippers will be forced to hold wheat in their elevators even though anxious to dispose of it. In other words, their money will be tied up in wheat, and they will have an extra bill for interest which they are not expected to include in the so-called "*reasonable margin*," which the Wheat Director seems disposed to allow them.

OAT SHIPPERS owe it to themselves to study closely the new federal oat grading rules and also to submit fair, average samples of the oats they are receiving to supervising inspectors at their nearest market, so that they may get a more definite line on quality than they have ever had before. The oats rules are new to the inspectors and the trade; so that handlers of oats are likely to encounter more differences and disappointments in marketing the present crop than they have experienced for many seasons. The rules governing the grading of new oats were published in the Journal for March 25th, page 495. Read them over and get posted.

ALL transportation facilities promise to be congested early with the movement of the new crop, principally because the country has not sufficient storage to hold back all the grain, so must load it into box cars and hurry it to the terminals which will soon be filled. One new feature developing recently is that grain dealers are buying trucks for the purpose of hauling grain to their elevator from distant points of accumulation, and in some cases for the purpose of assisting the farmer to get his grain to market. Needless to say that some of them will charge enough for the truck transportation, to permit them to pay the full guaranteed price. In other words, they will temporarily depend upon the transportation service for living profits.

HYDE SEED FARMS is no more, and James S. Hyde, who seems to have specialized in suckers, has been requested by Uncle Sam to spend two years at his Leavenworth all-year-round resort. Sufferers of the grain trade will be pleased to know of the gentleman's whereabouts.

DAMP GRAIN cannot be safely loaded to within 24 inches of the roof, as some of the railroad officials persist in requesting shippers to do. Thirty inches was the space above grain agreed upon several years ago and that loading line should be observed, at least until the shippers have some dry grain to load.

OWNERS of grain elevators located on railroad right of way should refuse absolutely to sign any agreement or lease which makes them liable for the expense of up-keep of side track. Judging from the complaints of shippers we have heard from, some railroads are trying to collect from each user of their side track all the expense of its maintenance, thereby making it a source of double revenue. The time is at hand when every shipper must fight every extra charge or attempted extortion, else the railroads will soon be charging them for cinders thrown onto their building.

WHEAT DEALERS everywhere will be deeply intefested in the interrogations put to zone manager Lang at the recent meeting of the Illinois grain dealers, quoted elsewhere in this number. His statements did not have the clarifying effect wished for by the country elevator operators, and it would seem that in fairness to men who provide elevators and money for buying and storing the farmers' wheat they should be given definite understanding of exactly what is expected of them and what they will be permitted to do. It is not fair that they should be compelled to pay a stipulated price for any grain on a limited margin of profit and then assume all the hazards of transportation and marketing. If the Grain Corporation is anxious to have the earnest co-operation of country elevator operators then it should find some way to protect them against unforeseen losses. Possible profits should equal the possible losses.

THE CHEAPEST kind of grain elevator fire insurance which is being recommended by some experts is in reality so cheap that no one should consider depending upon it. Inexpensive insurance against fire is always desirable, and every elevator man owes it to himself not only to exercise every precaution against the known fire hazards of his elevator, but to install every known facility for extinguishing fires in their incipency. He should also take every precaution against causes suspected of originating fires and correct conditions under which fires are probable. Line shafts which are out of alignment; belting or buckets which will rub the casing; bearings which need new babbitts; window frames which need new glass, and a thousand other conditions favorable to fire can be dealt with so effectively as virtually to insure the elevator against fire. Should the owner lose faith in his ability to prevent fire, he can enlist the services of a mutual fire insurance company to insure him against loss by fire.

WINNIPEG Grain Exchange has voted unanimously to open its wheat pit and revive trading in wheat for future delivery. The Canadian Government has declared in favor of an open wheat market, so as the price is not guaranteed, the law of supply and demand will soon control the price of wheat in that country. If future trading in wheat in Winnipeg is untrammelled many orders will be sent across the line.

FOOD SURVEYS, a worthless bulletin issued semi-occasionally by the Department of Agriculture seems to have been suffocated because recipients did not think enough of it to recommend its continuation. Its conglomeration of misinformation generally reached those so unfortunate as to be on the list such a long time after the information was compiled that it had lost any value it may have possessed. Men interested in the markets can not afford to wait until to-morrow. They must have dependable information to-day.

### The County Agent.

A county agent who has a true conception of the work intended for him appeared before the midsummer meeting of the Indiana Assn. last week, and admitted that he had nothing to sell but his services. If the county agents who are now promoting friction and trouble for the farmers they are supposed to assist in the solution of agricultural problems, would confine themselves to their work, they would merit and receive much stronger financial support from the grain dealers of their districts.

Too many of these county agents seem to feel that they have an opportunity to cut out all local merchants and to assist farmers in buying and selling with some extra profit to themselves. In other words, they simply become competitors of the local merchants. Wherever a county agent becomes biased in favor of the merchandising he invariably loses all value to the county as a promoter of improved agriculture. The county agent of Dallas County, Texas, seems to have entirely lost sight of the true purpose of his employment, and spends much of his time preparing interviews encouraging farmers to ignore local merchants and deal direct with manufacturers. Evidently this inexperienced agent is unaware of the fact that the service performed by the middleman is just as valuable and necessary to the farmer as any other service he gets and pays for. Grain men who are solicited to contribute to the support of the county agent owe is to themselves and to their business to insist upon having an understanding regarding the work the agent is to undertake. If he is to develop into an agitator, a disturber, then the county will be much better off without him.

One Texas county agent who covets the small margin realized by the local grain merchant has advised the farmers of his county to ship direct to the Grain Corporation and get the full basis price. Evidently this wise bucolic thinks all the farmers have an even carload, and time to cooper the cars and load it. It may develop later that leaks, off-grades, and interest on their money will result in their getting less than they are getting at home.



## The Cost of Handling Wheat.

For months progressive grain dealers in many different sections of the country have been studying carefully all their varying costs of handling wheat. The different compilations published in the Journal during recent months, as well as the comprehensive summary published on page 779 of the May 10 number, all go to prove that every elevator man has not only underestimated the value of his own services in marketing grain, but he has deceived himself and greatly underestimated his own cost of handling wheat.

Figures presented by the Resolutions Com'te at the Indiana Assn.'s midsummer meeting showed that the cost of handling grain through country elevator was 7.12c. This does not allow anything for depreciation, taxes or interest on plant, and yet these same dealers have long labored under the impression that they could make a handsome profit by handling wheat on a 7c margin. Their own figures prove to their complete satisfaction that they could not do it.

Dealers who undertake to handle wheat of the coming crop owe it to themselves to install an accurate cost-accounting system which will give them positive and reliable information regarding the expenses they are put to in handling each kind of grain. Then will they be able to buy on a living margin. Until they do know their own costs, they are working in the dark, and must take great chances.

## No Charge on Grain Held for Inspection.

The decision of the Interstate Commerce Commission in reconsignment case No. 3, reported elsewhere in this number of the Journal, is a victory for the grain trade only by reason of the strenuous fight put up by the grain exchanges and a few state ass'ns.

To those present at the hearings before the examiner it seemed that the federal railroad administration had marshalled a sufficient maze of technical reasons to warrant some charge for the alleged service of holding cars for inspection and disposition. There are in fact conditions and methods of handling in the yards at a few terminals that make it appear the carrier is put to extra expense for shifting cars and extra clerical work by reason of holding cars for sampling and disposition.

It might have been supposed that the legal luminary representing the Director General of Railroads in this proceeding would be impartial but in fact he officially represented also the carriers.

The ingenious bulwark erected by the carriers in support of the charge was discovered by the grain interests in time to present facts offsetting their allegations. With ponderous gravity the railroad attorneys had elicited from one of their own witnesses voluminous testimony showing apparent aggravated delay at Chicago due to holding cars for disposition orders, when one of the quick-witted grain men referred to the calendar and called the attention of the examiner that the day chosen for the exhibit was Sunday and that the Board of Trade is closed on Sundays.

This tissue of misrepresentation must have

reacted against the carriers, for the Commission in its decision, rules against the carriers on practically all points. The allegation by carriers that cars are set on special hold tracks was shown to be a false pretense. Only two lines at Chicago made any attempt to switch grain cars to previously designated hold tracks.

The grain trade will indorse Commissioner Eastman's finding that "The service springs from a requirement of law based on business usage and the necessities of the trade, and is afforded on the vast bulk of grain shipments which move to the primary markets. Now and then a car of grain is billed direct to an elevator and there inspected, but it does not appear that such cases are other than sporadic, or that they materially impair the general rule."

## More Storage and Handling Facilities Needed.

Atlantic ports are still lacking in facilities needed to expedite the exportation of grain. Philadelphia receivers have been striving earnestly to induce the railroads to provide more storage and more rapid handling facilities at that port. Rumors have it that a new elevator will be built at Newport News, and New York has been begging for increased handling and storage facilities so long that the case seems hopeless. Exporters can not expect to get out much grain unless they provide their own loading facilities.

Wheat Director Barnes estimates that Europe will need 700,000,000 bushels of our wheat, yet he knows that we have not sufficient mechanical facilities to load out that quantity of wheat between now and the first of June, 1920, when the life of his dynasty will be ruthlessly terminated.

The railway traffic managers know just as well as anyone that they have not elevator facilities at Atlantic seaports to handle the traffic which will be tendered them for transportation. They also know that the tying up of their rolling stock for the purpose of warehousing grain in transit will prove very expensive and wasteful. Much of the grain will spoil, and they will be held responsible because of the unreasonable delays.

The amount that will be lost in transportation charges by reason of the delayed rolling stock would pay for a terminal elevator for each road at each Atlantic port. Yet they make no move to provide the needed depot for handling bulk grain. The grain storage room of the country is so small it can accommodate but a small proportion of the enormous crops now in prospect, and congestion is sure to follow a few weeks of actual movement.

The grain dealer who is asked to handle damp wheat can not afford to entrust it to a hot box car, so must install a drier or refuse to handle the damp grain. Wheat handlers who keep close tab on the movement of all their shipments will be able to prove unreasonable delays by the railroads and more frequently collect the amount of their losses resulting from the delays.

The country grain dealer voluntarily supplies depots for bulk grain at initial points

and all, too, without any consideration or compensation from the railroad, so he is fully justified in expecting the carrier to furnish ample, up-to-date depot facilities for handling his grain at all terminals promptly, efficiently, and without waste.

## Must Buy Wheat By Grade.

Wheat will be graded much more rigidly on the present crop than last year, first, because all indications are to the effect that the quality will vary greatly, but above this is the better organization and the better equipment of every grain inspection department, and the more efficient organization for supervising the work of all inspectors. This means that every wheat buyer in the country must grade his purchases much more carefully than he did last year.

The Grain Corporation will require all licensees under contract with it to buy wheat from producers by grade. The price for No. 1 Northern or its equivalent must be based upon the Grain Corporation's price at the terminal market most advantageously reached. Dealers will be permitted to deduct the freight to the most advantageous market, the war tax, and "a reasonable handling margin." No. 2 in the terminal markets will be taken by the Grain Corporation at 3c under No. 1. No. 3 will be taken at 7c under No. 1.

All wheat grading below No. 3 will sell on its merits by sample, but buyers will be required to keep a record of their grading and the reasons for placing any lot of wheat in the lower grades. Buying wheat all grades at the same price will no longer be tolerated. It must be bought by grade, and in line with the discounts fixed by the Grain Corporation for No. 2 and poorer grades.

Buying grain by kind, all of one price for a kind has long been in vogue, to the discouragement of the careful, conscientious farmer, and to the financial loss of every grain buyer who accepted all grain at one price. In spite of his vow not to pay the top of the market for all grain received, competition all too frequently led the dealer into paying the same for Jones' wheat as he did for White's, altho Jones' wheat would not grade above sample in any market.

Both the grain dealer and the grain grower know that the low grade stuff will not sell for as much in the terminal market as No. 1, yet shiftless, lackadaisical methods have led them into tolerating that relic of pioneer days, when all grades of a grain commanded the same price in the terminal markets, as well as in the country markets. Grain grading has been reduced to a more exact science than ever before, and wheat buyers must now profit by closer classification and buy all wheat by grade, at least on this crop. The Grain Corporation insists upon it.

ARBITRATION decisions would be of much more value to the grain trade if they were all bound together, indexed and cross indexed for ready reference by title and subject matter. Then too such a compilation might assist the com'ites to avoid deciding contrary to that held previously by another com'ite.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### No Federal Barley Grades.

*Grain Dealers Journal:* Are there federal grades on barley as well as on wheat, corn and oats?—Bloomington Mills, Bloomington, Ill.

**Ans.:** No federal grades have been established for barley. Those probably effective in Illinois the coming crop were published in the *Journal* June 25, page 1086.

### Smut Machines?

*Grain Dealers Journal:* Can the *Journal* tell me of some one that makes a smutter that will take out smut balls and scour the smeared end on kernel of wheat so that it will pass as No. 2 without smut?—H. E. Schirr, Westville, Ind.

**Ans.:** The several grain cleaning machinery firms whose names are given in the advertising columns of the *Journal* manufacture machines to take out smut.

It has long been known that lime would overcome the smutty appearance of the wheat kernel, and this process was pushed by the inventor, A. C. Von Hagen of Sleepy Eye, Minn., with flour millers for their own use. Section 8 of the federal grade rules provides that treated wheat shall be wheat which has been scoured, limed, washed or treated in any similar manner. Such statement that it has been limed does not prevent the wheat from grading No. 2.

### Safe Moisture Content in Stored Wheat?

*Grain Dealers Journal:* What is the highest moisture content at which it is safe to store new wheat?—John J. Williams, Colfax, Ill.

**Ans.:** Wheat has been stored with 14 per cent moisture for 18 months and come out cool in Indiana. Many elevator men will take in 14% wheat and rely on running it to keep it cool. Wheat that is sound and well cleaned will keep well with a high percentage of moisture, but the lower grades if mixed with dirt are a bad risk. Wheat containing over 13½ per cent moisture will bear watching, and the large terminal elevators are equipped with automatic electric thermometers in the different bins giving the temperatures at various depths to warn the operator that the grain requires running over.

### Measure of Damages for Delay?

*Grain Dealers Journal:* In your issue of June 10, you have an article headed "Measure of Damages for Delay" in the answer to which you say "Railroad fares and hotel bills do not enter into it unless it can be shown that these expenses of the shipper minimized the damages." We would consider it a great favor if you would kindly furnish us with the court decision or decisions covering this point for we assume that you do not quote in this manner unless you have a court decision to base your statement on.—Dumont, Roberts & Co., Detroit, Mich.

**Ans.:** The statement was made as a general proposition of law without regard to specific decisions. There are many decisions sustaining this point involving other commodities than grain. Following is one of the few grain cases:

**Measure of Damages for Carrier's Delay.**—Where a carrier delays in making a shipment of grain intended for sale the measure of damages is the difference in price at the time when the goods should have reasonably arrived at the point of destination and the time when they actually arrived, less the transportation charges, but the shipper is under duty to so handle the grain as to reduce the damages as much as possible, and he is entitled to have considered in estimating his damages the necessary expense

to which he was put in thus reducing the damages.—P. C. C. & St. L. Ry. Co. v. Wood. Appellate Court of Indiana. 84 N. E. 1010.

### Compulsory Signing of Side Track Agreement?

*Grain Dealers Journal:* Are we compelled to sign a contract with the railroad company that we will stand the expense of upkeep of 300 ft. of side track that the company uses as much or more than we use.

This side track has been here for 35 years and needs new ties and rails now. They ask us to sign up for all the expense they see fit to place on it.—O. L. Dawson.

**Ans.:** This matter is being fought out by the National Industrial Traffic League as reported on page 1099 of the *Journal* June 25. Side track agreements are subject to state jurisdiction. The carrier that fails to maintain the side track lays itself open to a suit for damages. A shipper can be expected to maintain that part of the side track lying outside of the right of way and exclusively used by him.

### Car Unloading Equipment?

*Grain Dealers Journal:* The engineer who designed our plant evidently had in mind the thought that most of the grain would be received by wagon, as the present plan for rail grain is as follows:

From car to a hopper, thence 30 ft. conveyor to an elevator, thence to a receiving separator, thence to an automatic 3 bushel scale, and thence to a bin. We believe this arrangement would utterly preclude recovery for loss of grain in transit or of being able to buy on Wheeling weights.

What must the scale arrangement be in order to fulfill legal and trade requirements for securing ourselves against loss from short weights of car leakage? What must be the scale arrangements in order that we may buy track wheat on Wheeling destination weights?—Wheeling Milling & Grain Co., Wheeling, W. Va.

**Ans.:** It is advisable to put in a receiving sink of carload capacity emptied by a leg delivering grain direct to garner over hopper scale large enough to weigh a carload in a few drafts.

To have the prestige of official weights the weighing should be done and certificates of weight issued by some one not in the employ of the operators of the plant, such as a city official or local exchange weighmaster.

### Can Miller Buy Low Grades at Big Discount?

*Grain Dealers Journal:* I would appreciate very much if the *Journal* would answer this question for me. The Government has set the price on grades Nos. 1, 2 and 3—below these, sells on its merits. It looks to me like the mills can buy these grades below No. 3 at a discount of 50c per bu. if they want to. Will the Government stand for this, or will it base lower than No. 3 on the merits of No. 2 and take the wheat itself?—W. R. Browning, per E. N. Cox, mgr., Padonia, Kan.

**Ans.:** No. The miller will be checked up on low grade wheat, the same as on No. 1, as will be seen from Section Three of new millers' agreement with the government, copy of which follows: Third: The miller, in buying wheat from the producer, shall purchase on the proper grade and dockage, under the Federal standards, and shall pay therefor not less than the guaranteed price based on such proper grade and dockage at the terminal most advantageously reached, less freight, and less a reasonable handling margin. The miller shall keep a record showing all purchases from the producer, name of the seller, date, quantity, grade and dockage fixed and price paid and reasons for fixing grade under No. 1, including test weight; and on all parcels of wheat on which there is a dispute as to grade and dockage or price between the miller and the producer at the time of delivery, a notation thereof shall be made upon the records of the miller and a sample shall be drawn by the producer and the miller and forwarded in a proper container to the vice-pres. of the Grain Corporation, in the zone in which the purchase is made, for his use in the determination of the dispute. The determination of the vice-pres. shall be final and conclusive unless an appeal from such determination be filed within ten days with the United States Director by either

the producer or miller. In case of appeal, the decision of the United States Wheat Director shall be final and conclusive.

Chicken feed wheat is a different proposition and is wide open, as the government does not concern itself with feed.

The Grain Corporation draws the line at milling wheat, irrespective of the grade designation. If wheat officially grades No. 4, 6 or sample, but is good enough to be made into the flour the Government will buy it or entertain a complaint from the producer that the miller did not pay its value.

The government regulations and millers' agreement apply to and will be enforced on all milling wheat and the lower grades will be valued on the merits of each individual sample.

### New Organization of Wheat Corporation.

Julius H. Barnes who succeeded Herbert Hoover as head of the re-organized United States Grain Corporation, following the latter's resignation has announced his officers for this season:

H. M. Smith of the old corporation is secretary. Edwin P. Shattuck, New York, general counsel of the grain corporation since its organization, is first vice-president, succeeding Frank G. Crowell, Kansas City, who withdrew. He will also continue in his former capacity. Second vice-president, Matson S. Moore of Duluth will remain in New York as director. Gates W. McGarrah, treasurer, has retired.

The reorganized board of directors includes Julius H. Barnes, Herbert Hoover, Edwin P. Shattuck, Watson S. Moore, Edward M. Flesh, Darwin P. Kingsley, New York, and J. W. Shorthill, Omaha. The two last named have been directors in the corporation for the past two years.

There have been some changes in the personnel of the second vice-presidents in charge of the thirteen outside offices of the corporation. They are: George S. Jackson, Baltimore; Howard B. Jackson, Chicago; E. F. Newing, Galveston; F. L. Carey, Minneapolis; D. F. Piazek, Kansas City; C. B. Cox, New Orleans; Charles T. Neal, Omaha; H. D. Irwin, Philadelphia; M. H. Houser, Portland; B. H. Lang, St. Louis; W. A. Starr, San Francisco; Charles Kennedy, Buffalo, and P. H. Ginder, Duluth.

It is said that Mr. Hoover's retirement from the grain corporation is only preliminary to his retirement from the office of director general of relief and supply from Europe. There are unconfirmed reports that he will either become president of the board of trustees of Leland Stanford University or will resume his practice of mining engineer in San Francisco. He has been engaged in war work for five years, first as director of Belgian Relief, then U. S. Food Administrator, and more recently director general of the inter-allied commission of supplies and relief.

### Coming Conventions.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

July 18, 19.—Northwestern Grain Dealers Ass'n, at Lewistown, Mont.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

PROFITS aggregating \$23,000,000 to date have been announced by Julius Barnes, speaking of the operations of the grain corporation in selling wheat to foreign countries. This money is being turned back into the revolving fund to be used in carrying out the wheat guaranty.

A BRANCH of the United States Grain Corporation will be re-established at Salt Lake City, Utah. Pocatello, Ida., will also be a buying point. Mark H. Greene, who was representative of the Corporation at Salt Lake last year will again be in charge of the office.



## Reconsignment Case Decided.

The Interstate Commerce Commission has recently decided the reconsignment case on which an examiner has been taking testimony in several cities. This is the third and latest case, having to do with the tariffs under which the carriers sought to saddle extra charges on the grain trade for placing cars for inspection or holding cars for disposition. These tariffs had been suspended pending the decision until Sept. 1, 1919, but never will be made effective, the Commission ordering the "Carriers to cancel said schedules on or before Aug. 30, 1919."

The proposed rule follows:

1. Grain, seed (field), seed (grass), hay or straw, carloads, may be held in cars on track for the privilege of national, state, board of trade or other official inspection and disposition orders incident thereto at billed destination or at a point intermediate thereto, subject to the following rules and charges. These charges shall be made in addition to demurrage, track-storage, and other lawful charges, and shall accrue to the road performing the service and be noted on the waybill. The term "grain," as used herein, includes corn, barley, oats, rye, wheat, buckwheat, pop corn, grain screenings, and seed screenings.

2. When disposition order is received prior to expiration of 24 hours after the first 7 a. m. after arrival, the charge will be \$2 per car.

3. If disposition order is received subsequent to the period prescribed in rule 2, but within 72 hours after the first 7 a. m. after arrival, the charge will be \$2 per car for the first 24 hours, plus a charge of \$1 per car for each additional 24 hours or fraction thereof.

4. If disposition order is not received within the 72-hour period prescribed in rule 3, the charge will be \$5 per car.

5. If delivery is taken and car is unloaded from track where inspected, the charges named in rules 2, 3 and 4 will not apply.

Officials of the carriers and the Railroad Administration made a strong presentation supporting the charge, but the shippers proved that the expense was negligible and the handling for inspection was properly incidental to the movement of the grain. Representing the shippers were E. J. Smiley, W. E. Culbertson, Clifford Thorne, J. C. Jeffery, J. S. Brown, W. T. Cornelison, J. L. Collyer, W. P. Trickett, T. A. McGrath, Chas. Rippin, Geo. A. Schroeder, Henry T. Clarke, J. P. Haynes, Samuel S. Reeves, L. E. Banta, R. L. Callahan, T. G. Williams, Chas. F. MacDonald, R. D. Sangster, Wm. A. Glasgow, Jr., and E. B. Richards.

The effect of the proposed rule would be that contrary to the practice that has hitherto prevailed every car of grain held for inspection and disposition orders would be subject to a charge of at least \$2, however expeditious the inspection might be or however promptly the disposition order might be furnished.

The Commission in its decision, says:

That the service performed by the carriers in setting out and holding cars of grain, seeds, hay, and straw for inspection is clearly distinguishable from that given in the ordinary diversion or reconsignment. In the case of grain shipments the service springs from requirements of law based on business usage, and it is, and for many years has been, so general a custom in the territories in question to perform this service without charge, provided disposition orders are furnished within a specified time, that it falls within the rule laid down in Lighterage and Storage Regulations at New York, 35 I. C. C., 47, as being a service which the carriers have heretofore treated as included in the freight rate and which they may not now segregate for separate charge without taking into consideration, in order to justify such charge, the entire through service of which it forms a part and the compensation heretofore received for such through service.

That the supercharges proposed in the schedules under suspension have not been justified, but that a flat charge of \$2 per car, when the disposition order is not furnished within the time specified in the report, would be reasonable and is approved in the case of grain.

That the rules and charges applicable on grain held for inspection should also apply on seeds.

That as neither state nor federal laws require the inspection of hay or straw, the circumstances and conditions differ, and the service, unlike the service accorded grain and seeds, is not one which by long continued usage and custom has been treated as included in the line-haul rate, a flat charge of \$2 per

car without limitation of time is approved on cars of hay and straw held for inspection.

That in order to eliminate discrimination or prejudice and expedite the service, cars held for inspection should be placed on hold tracks designated for that purpose and notice of the location of such tracks given to the consignees.

That under the proposed rules two charges would be applicable on cars of grain and seeds held for inspection at intermediate points and later held for disposition orders incident thereto at the destination market, but that in practical operation under the rules found reasonable and prescribed this situation can not arise in case of grain and seeds and will not arise on hay and straw since the record does not indicate that such shipments are inspected, or can be inspected, practicably, at intermediate points.

That no charge may be made when cars are inspected while being held in railroad yards or at outside points for the convenience of the carrier.

That when grain is inspected on the tracks of terminal elevators or public team tracks within the switching limits and delivery is taken therefrom no charge for holding for inspection will be made.

That the disposition order received after the official inspection will be considered as in lieu of the consignment instructions under which the cars arrived at the inspection point.

That the suspended schedules will be canceled but respondents are authorized to file schedules not inconsistent with the conclusions reached and the rules approved in the report.—53 I. C. C. 455.

THE DAMAGE done to cereal crops in Tennessee and Missouri was not due to "take-all," as was at first suspected, but from scab and rust, this being demonstrated by the experts of the Department of Agriculture.

THE AUTHORIZED capital stock of the Quaker Oats Co. will be increased from \$30,000,000 to \$50,000,000, at a special meeting called for July 12. This is to be done in order that certain indebtedness may be paid.

CORN STARCH is among the most dangerous explosives known to science. A representative of the federal Bureau of Chemistry of the Kansas State College demonstrated this by blowing two tablespoonsful of corn starch into the air and applying a lighted torch to the finely distributed particles. The starch exploded with such force that it shook the windows of the auditorium where the demonstration was held. It was a similar explosion only a million times greater that wrecked the Douglas Starch plant at Cedar Rapids. Any material of carbonaceous or vegetable nature that is finely divided will explode if dry when suspended in mid air and ignited. Ignition may be a match or spontaneous combustion in a pile of closely packed materials wet enuf to generate heat. The explosion of common elevator dust was demonstrated in the same way. The demonstration was conducted before about 100 grain men.

## Chicago Contract Oats Deliveries.

The directors of the Chicago Board of Trade have recently made the following announcement governing the deliveries of oats on regular future contracts:

No. 2 white oats, inspected on or after June 15, 1919, are deliverable on all contracts for July and subsequent delivery without premium, and when tendered on contracts for delivery during July, 1919, and thereafter, must be accepted in fulfillment of such contracts without premium.

No. 2 white oats carrying inspection as such into regular warehouses on or before June 14, 1919, are deliverable on contracts for July and later deliveries at a premium of one-fourth of one cent per bushel, and when tendered in fulfillment of July and subsequent contracts must be accepted on premium basis.

Standard white oats, inspected on or before June 14, 1919, are a proper tender on July and subsequent contracts without discount, and when so tendered must be accepted in fulfillment of July and subsequent contracts; provided, however, that in case a buyer whose contract dates subsequent to June 7, 1919, can establish any loss to himself—not to exceed 1/4c per bushel—because of any difference in value of Standard oats as compared with the value of No. 2 white oats, as inspected on or after June 15, 1919, he shall have the privilege of establishing such loss and bringing action for its recovery in the usual way under the rules of this association. In case such Standard oats have on being loaded out failed on reinspection to grade No. 2 white oats of the Illinois grade in force since June 15, 1919.

## Blanket and Individual Permits for Grain Shipments.

The permit system of handling grain during the present system as announced by Walker D. Hines, Director General of Railroads, provides for the appointment of grain control committees at the leading grain centers and for both individual and blanket permits.

In the individual permit system, a shipper who wishes to load a car must first secure an individual transportation permit from the grain control committee at the market to which the car will be destined, which permit will be the authority of the agent at point of origin to allow the loading and forwarding of the shipment.

This system will obtain only in connection with grain that originates at one primary market and is consigned for delivery at another; and on grain originating at primary markets and country stations when consigned at Atlantic or Gulf ports.

The blanket permit system will obtain in the transportation of grain from country stations to primary markets. Permits will be issued by the Grain Control Committee directly to individual railroads and not to shippers. The number of carloads daily which its market can absorb will be ascertained by each committee, based on storage capacity, prospective outshipments, track capacity, etc., and will then allocate this number among the various lines serving his market on a fair basis, due consideration also being given in the distribution to connecting lines which do not reach the market directly.

As this obviates the necessity for the individual permits to shippers from country stations to interior primary or terminal markets and it is expected that it will eliminate to a very great degree, delays such as were caused last season under the individual permit plan, which gave grounds for so much complaint on the part of shippers.

The new blanket system shifts the apportionment of cars between shippers on the same line to the division superintendents, who will be in a position to discriminate fairly or unfairly between shippers.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. No. 203,225 or 203,205 passed thru Reeseville, Wis., about July 7 leaking wheat freely on north side of car near a board nailed to sheeting on outside of car. We could not make out exactly what the number was because the board was nailed partly over one number.—Reeseville Elvtr. Co.

Penn., No. 559,421 was leaking corn July 1 when train stopped here. The leak was stopped by the train crew. Hummel Lumber Co., London Mills, Ill.

Big Four car No. 46,683 loaded with mixed corn was set out at Lyons, Neb., by the C. B. & Q. for repairs. It was leaking badly and the corn was hot in the car. The car appeared to have been loaded somewhere in South Dakota.—A. Moseman, Lyons, Neb.

Car N. O. & N. E., No. 14,627 at Wichita Falls, Tex., the first week in July, as reported by our Mr. Durham, was leaking wheat heavily at the grain doors. He says the wheat was just pouring out of the car.—J. T. Gibbons Grain Co., Altus, Okla.

G. N. Car No. 207,455, passed thru Stewartville, Minn., June 21, leaking barley at one side underneath the floor, according to report from our agt. at that place.—O. Mortensen, mgr., Cargill Elvtr. Co., Minneapolis.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Wheat Once Bought Not Subject to Appeal by Farmer.

*Grain Dealers Journal:* I can say to you definitely now that the seller of wheat to country buyer forfeits his right of appeal when he accepts payment without protest, except on the ground of fraud or misrepresentation on the part of the buyer; and that this applies not only to grade, dockage and price discount, but to price basis as well. You will understand that this ruling applies only to such country buyers (either millers or dealers) who have signed the agreement with the Grain Corporation.—Yours very truly, Bert H. Lang, Second Vice-pres., United States Grain Corporation, St. Louis, Mo., July 9th, 1919.

### Oats Grading Under New Rules.

*Grain Dealers Journal:* Believing a comparison of oats grading under the old rules with the new rules as actually enforced would be of interest we have compiled the following record of a week under the new and a week under the old rules.

Old inspection: Week ending June 14, out of 469 cars, 52 cars, or 11%, graded No. 2 white; and 417, or 89%, graded standard. Of the 550 cars of lower grade, 504, or 92%, graded No. 3 white, and 46 cars, or 8%, graded No. 4 white.

New inspection: Week ending June 21, out of 330 cars, 32 cars, or 10%, graded No. 1 white, and 298 cars, or 90%, graded No. 2 white. Out of 615 cars 466 cars, or 75%, graded No. 3 white, and 149 cars, or 25%, graded No. 4 white.

Oats formerly grading No. 2 white and standard are now grading proportionately the same 1 white and 2 white. There is no change to be noted here. As to oats which graded three and four white there is a decided difference with a big increase in the percentage which now grade No. 4.

If the present interpretation and application of the new Federal inspection prevails the natural conclusion must be that the new grading is more severe and disadvantageous as relates to the producer and country shipper.

Generally speaking, the standard has been raised as to quality, test weight, heat damage and wild oats and lowered only as to admixtures of sound other grains. Moisture content is a new feature which will be a contending factor in the grading of new crops for a brief period after harvest. The new rules state that "white oats include yellow oats," but it remains to be seen whether inspectors can accurately differentiate between natural and stained oats.

Shippers need exercise caution in buying oats as if light weight, badly stained, weathered or ground damaged the grade will be No. 4 and if heat damaged sample grade.—Geo. F. Swenson, Chicago, Ill.

THE PROVISION for storage charges to encourage the holding of grain is resulting in a number of elevators being built by farmers in Missouri, the work being rushed in order that they will be ready for the new crop.

THAT THIS is an off year for grasshoppers is the opinion of entomologists of the Department of Agriculture who have been making a survey in sections in Iowa which were badly infested last year. It is that the scarcity is due to the destruction of eggs last fall by parasitic insects.

### Daily Closing Prices.

The daily closing prices for oats and corn for September delivery at the following markets for the past two weeks have been as follows:

#### SEPTEMBER OATS.

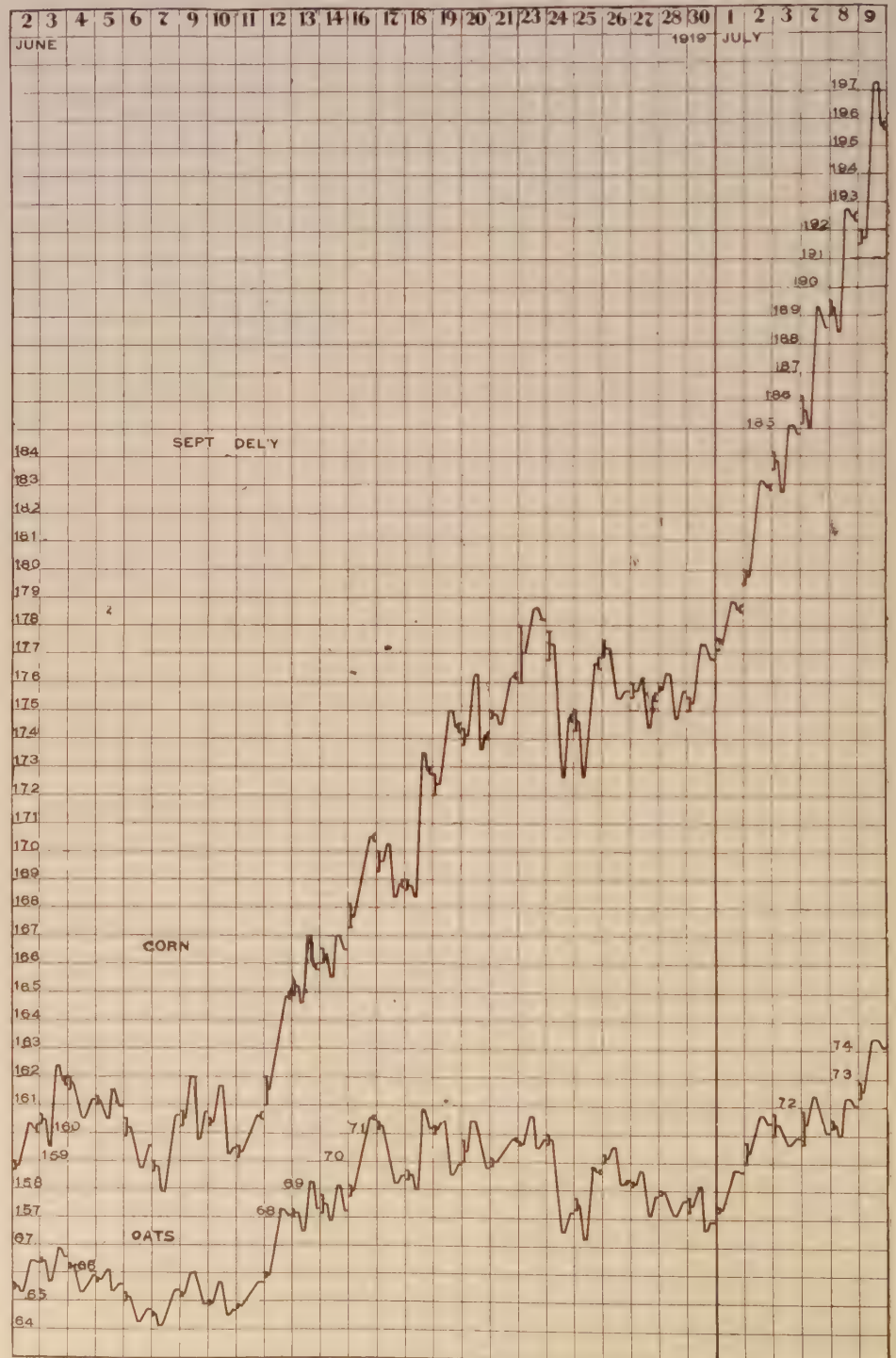
	June 25	June 26	June 27	June 28	June 30	July 1	July 2	July 3	July 7	July 8	July 9
Chicago .....	69½	69½	68¾	68½	68	69½	71½	71	71½	72	74½
Minneapolis .....	67½	68½	66¼	66½	65¾	66½	67½	68½	68½	68½	71½
St. Louis .....	69½	69½	68¾	68¾	68	69½	70	71½	71½	72½	74¾
Kansas City .....	69½	69½	68¾	68¾	67	69½	70½	70½	71½	71½	73¾
Milwaukee .....	69½	69½	68¾	68¾	67½	69½	71½	71	71½	72	74
*Winnipeg .....	74½	73½	73	73½	....	....	75½	75½	75½	77	79½

#### SEPTEMBER CORN.

	June 25	June 26	June 27	June 28	June 30	July 1	July 2	July 3	July 7	July 8	July 9
Chicago .....	176½	175½	175½	175½	178½	178½	182½	187	188½	192½	195½
St. Louis .....	179½	178½	178½	178½	178½	180½	184½	185½	188½	192½	195½
Kansas City .....	177½	175½	175½	176½	176½	178½	182½	185	187½	191½	195
Milwaukee .....	176½	175½	175½	175½	176½	178½	183	185	188½	192½	195½

\*October delivery.

### Opening, High, Low and Close at Chicago Since June 1.





# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CANADA.

Winnipeg, Man., June 21.—The grain situation is as follows: wheat inspected to date, 124,922,000 bus.; wheat in transit, not inspected, 500,000 bus.; wheat in store, country points, 4,000,000 bus.; wheat required for seed, feed, and country mills, 36,000,000 bus.; wheat in farmers' hands to market, 750,000 bus.; allowing for dual inspection 1,500,000 bus., the total wheat crop promises 164,672,000 bus. Oats inspected to date, 28,457,000 bus.; oats in store, country points, 3,000,000 bus.; oats in transit, not inspected, 300,000 bus.; oats in farmers' hands to market, 1,500,000 bus. Barley inspected to date, 10,799,000 bus.; barley in store, country points, 500,000 bus.; barley in transit, not inspected, 25,000 bus. Flax inspected to date, 2,375,000 bus.; flax in store, country points, 175,000 bus.; flax in transit, not inspected, 25,000 bus. Rye inspected to date, 1,179,000 bus.—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

## KANSAS.

Ellsworth, Kan., July 5.—Wheat movement will probably start here within the next ten days.—Ellsworth Mill & Elevator Co.

Derry (Anthony p. o.), Kan., July 7.—We commenced taking in wheat today.—S. E. Thompson, pres. and mgr. Farmers Union Co-operative Business Ass'n.

Hutchinson, Kan., July 8.—Wheat harvest in Western and Southwestern Kansas is progressing fairly rapidly, considering the difficulty in getting laborers. In some sections threshing machines are starting, and a large quantity of wheat has been cut and threshed with combined harvester-threshers.—Cal.

## MARYLAND.

Washington, D. C.—Commercial stocks of wheat reported in a survey made by the Department of Agriculture for June 1, 1919, amounted to 51,392,898 bus. These holdings were reported by 8,684 firms, comprising elevators, warehouses, grain and flour mills, and wholesale dealers, and represented nearly three times the stocks held by the same firms on June 1, 1918, the actual percentage being 274.5 per cent of the 1918 stocks. The figures refer to stocks actually reported and do not represent the total commercial stocks of the country nor do they include stocks on farms.—U. S. Department of Agriculture.

## MISSOURI.

Amsterdam, Mo., July 4.—First grain brot June 28.—H. F. Sawyer, agent, Blake Lumber & Grain Co.

Kansas City, Mo.—The Thresher-Fuller Grain Co. received the first car of hard wheat on the Kansas City market July 3. It tested 58½ and was called No. 2. The wheat was shipped from Nash, Okla., and sold at auction for \$2.31.

George J. Schulte & Co. received the first car of new wheat in St. Louis, Mo., on July 1, shipped from Rayno, Ark. The wheat was heated, graded sample, and sold for \$2.18 per bu. to the Veninga-Smith Grain Co.

## NEBRASKA.

Campbell, Neb., June 24.—Some corn held by the farmers to be moved, but it is a small amount compared to that of past years.—Fred H. Sears, mgr., Gund & Sears.

## NEW YORK.

Redfield, S. D., July 9.—Black rust is doing a great deal of damage.—Van Dusen Harrington Co., Minneapolis, Minn.

New York, N. Y., July 8.—Weekly bulletin of the United States Grain Corporation gives these figures: Receipts from farms, week ending June 27, 2,579,000 bus. against 2,320,000 bus. previous week, and 3,609,000 bus. a year ago. Total stocks of wheat in country elevators, mills, and terminal elevators, as of June 27, 37,895,000 bus. against 14,269,000 bus. a year ago, showing a decrease between June 20 and 27 of this year of 5,339,000 bus. against a decrease for the similar week a year ago of only 52,000 bus.

## TEXAS.

Brownsville, Tex., June 25.—Lower Rio Grande Valley of Texas will have 1500 cars fancy white milling corn grown under irrigation. Shipments begin July 20.—E. R. T. Howard & Co.

## Rule on Car Distribution.

The report of the Interstate Commerce Commission in the case of Tanner & Co., et al. vs. C. B. & Q., et al., condemns the "past performance rule" for the distribution of grain cars prescribed by the Nebraska State Railway Commission as unduly prejudicial. The report was written by Commissioner McChord. As the Director General was not made a party to the case, carriers are not required to do anything, and the complaint has been dismissed. The state commission may change its rule, but if it is to have any effect this season, haste is necessary, because grain shipping will soon be at its height and carriers can not be required to do anything unless the Director General is made a party.

Mr. Eastman of the Nebraska Commission has filed a dissent, claiming that the State Commission is as well able, or perhaps better able to decide regarding the allotment of cars to local needs and to enforce the rule, than is the federal body and that no useful purpose can be served by overruling the local body. He said:

"It is highly desirable, if undue centralization and concentration of governmental powers in Washington are to be avoided, that every question should be left to the disposition of state authorities which can reasonably and with a proper regard for the general public interest be dealt with in that way. Nothing is more objectionable than to require the people of this country continually to resort to Washington for the decision of questions which are only or chiefly of local concern."

THE WORDS "Red Wing" above a winged barrel is the trade mark adopted by the Red Wing Linseed Oil Co., Newark, N. J. for its animal and stock foods, registered under serial No. 114,650.

THE CREATION of a federal highway commission and the establishment of a national system of highways is provided for in the national highway bill introduced in congress by Senator C. E. Townsend.

## Rye Movement in June.

Receipts and shipments of rye at the various markets for the month of June, compared with June, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,064,764	138,369	1,764,253	123,921
Chicago	165,000	112,000	171,000	40,000
Cincinnati	26,400	9,900	26,400	15,400
Ft. William	15,734	3,707	100,712	5,179
Indianapolis	11,250	2,500	3,750	5,000
Minneapolis	784,820	209,790	573,620	291,570
New York	1,152,500	.....	1,902,072	.....
Omaha	77,000	7,700	14,300	16,500
Philadelphia	1,405,916	43,929	1,395,065	.....
St. Louis	15,400	8,834	3,090	3,700
Wichita	2,500	.....	2,500	.....
Toledo	24,390	7,100	105,380	2,800
Winnipeg	39,000	7,000	.....	.....
Milwaukee	225,450	109,650	25,050	41,325

## Corn Movement in June.

Receipts and shipments of corn at the various markets during June, compared with June, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	301,048	380,137	402,417	248,530
Chicago	8,077,000	7,656,000	2,228,000	2,370,000
Cincinnati	317,900	225,500	151,800	148,500
Indianapolis	440,160	877,020	326,950	652,110
Minneapolis	2,611,250	1,200,000	615,000	391,250
New York	186,600	.....	12,387	.....
Omaha	2,255,400	2,020,200	2,497,600	1,769,600
Philadelphia	276,938	698,451	107,775	634,030
Galveston	.....	.....	.....	207,574
St. Louis	2,369,750	1,480,263	776,400	732,420
San Francisco, tons	1,956	755	.....	.....
Wichita	42,000	172,800	26,000	126,000
New Orleans	.....	.....	51,132	671,229
Toledo	72,650	225,800	28,050	151,800
Milwaukee	663,000	397,980	355,523	467,321

## Exports of Grain Weekly.

Bus., 000 Omitted.

	Wheat.		Corn.		Oats.	
	'18-19.	'17-18.	'18-19.	'17-18.	'18-19.	'17-18.
Jan.	4,000	3,600	2,191	61	177	2,198
Jan.	11,000	4,404	1,805	104	1	3,206
Jan.	18,000	5,013	2,109	119	175	3,100
Jan.	25,000	3,661	1,683	113	37	3,155
Feb.	1,000	1,884	1,568	28	10	558
Feb.	8,000	2,947	1,037	418	514	840
Feb.	15,000	5,684	950	120	353	1,315
Feb.	22,000	3,209	675	37	108	1,298
Mar.	1,000	3,914	1,232	119	93	351
Mar.	8,000	1,543	1,172	59	.....	1,261
Mar.	15,000	2,152	844	17	891	479
Mar.	22,000	3,840	855	253	1,036	2,410
Mar.	29,000	6,278	1,157	11	1,421	741
Apr.	5,000	5,172	1,251	132	1,218	176
Apr.	12,000	5,765	994	37	2,109	634
Apr.	19,000	6,326	910	24	547	357
Apr.	26,000	7,401	1,278	62	955	487
May	3,000	5,865	719	53	705	778
May	10,000	7,512	1,450	113	1,493	937
May	17,000	7,984	1,027	57	1,490	929
May	24,000	4,144	588	146	1,122	1,816
May	31,000	4,228	493	170	1,469	214
June	7,000	7,824	820	267	2,279	898
June	14,000	6,079	435	83	1,566	2,006
June	21,000	5,945	340	112	1,566	2,241
June	28,000	3,537	324	120	937	1,846
July	5,000	1,504	539	20	910	693

Total since July 1, '18. 199,079 124,435 9,449 33,074 95,312 130,168

## Wheat Movement in June.

Receipts and shipments of wheat at the various markets during June, compared with June, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,171,198	38,581	1,210,738	.....
Chicago	856,000	126,000	1,040,000	211,000
Cincinnati	50,525	8,600	43,000	10,750
Ft. William	687,341	4,171,209	3,766,107	4,435,987
Indianapolis	12,500	37,500	1,250	2,500
New York	3,933,300	.....	5,166,400	.....
Omaha	291,600	501,600	232,800	232,800
Philadelphia	2,592,524	26,559	1,548,486	90,887
St. Louis	504,477	163,860	175,910	117,050
Wichita	120,000	124,000	25,000	35,000
New Orleans	.....	.....	2,612,563	.....
Galveston	.....	.....	1,376,167	.....
San Francisco, tons	8,627	27,364	.....	.....
Minneapolis	3,932,040	5,279,620	2,982,560	671,720
Toledo	65,250	50,700	35,790	2,400
Winnipeg	1,815,450	4,242,175	.....	.....
Milwaukee	273,360	102,700	229,515	14,500

## Barley Movement in June.

Receipts and shipments of barley during the month at the various markets, compared with June, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,134,640	45,180	673,848	.....
Chicago	3,516,000	1,095,000	2,010,000	163,000
Cincinnati	21,250	.....	.....	.....
Ft. William	649,258	141,771	1,639,275	268,591
Minneapolis	4,608,930	849,830	439,794	125,142
New York	1,465,800	.....	1,124,746	.....
Omaha	183,600	48,600	174,600	50,400
Philadelphia	191,503	30,000	60,000	.....
Galveston	.....	.....	450,997	37,820
St. Louis	72,000	25,600	32,120	10,920
San Francisco, tons	27,012	2,618	.....	.....
New Orleans	.....	.....	647,195	171,491
Indianapolis	11,250	.....	.....	.....
Wichita	2,000	.....	2,000	.....
Toledo	8,400	29,800	17,800	70,480
Winnipeg	848,900	188,500	.....	.....
Milwaukee	2,740,080	517,140	1,502,593	439,827

## Oats Movement in June.

Receipts and shipments of oats at the various markets during June, compared with June, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	2,098,227	1,116,739	1,255,560	2,213,230
Chicago	10,113,000	8,208,000	6,211,000	3,162,000
Cincinnati	292,800	238,400	112,000	112,000
Ft. William	809,042	1,370,158	1,956,527	413,496
Indianapolis	1,220,400	932,400	243,000	387,000
Minneapolis	2,183,060	1,789,090	1,532,910	2,451,420
New York	5,606,400	.....	4,212,478	.....
Omaha	131,600	1,088,000	176,000	1,190,000
Philadelphia	1,880,787	856,650	846,465	1,685,506
St. Louis	2,814,000	2,069,645	1,901,210	1,339,290
Wichita	33,000	46,500	19,500	38,000
New Orleans	.....	.....	85,270	372,447
San Francisco, tons	1,165	657	.....	.....
Toledo	614,600	275,200	270,900	227,100
Winnipeg	1,045,200	1,433,250	.....	.....
Milwaukee	3,900,840	1,442,145	2,799,897	878,431



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### CANADA.

Winnipeg, Man., June 23.—The estimated acreage under crop in Manitoba, Saskatchewan, and Alberta is as follows: 1918 wheat, 15,526,000 acres; 1919 wheat 16,085,000 acres, showing an increase of 3.6%; 1918 oats 9,133,000 acres; 1919 oats 9,628,000 acres, showing an increase of 5.4%; 1918 barley 1,955,500 acres; 1919 barley 1,955,500 acres; 1918 flax 1,000,000 acres; 1919 flax 1,000,000 acres; 1918 rye 200,000 acres; 1919 rye 216,000 acres, showing an increase of 8%. Owing to the strike we have had difficulty in getting reports; but, judging from the reports we have received, considerable areas in Saskatchewan and Alberta are needing rain badly, while other districts, especially Manitoba, have had plenty of rain and crop prospects are splendid. Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

### IDAHO.

Ashton, Ida., June 16.—The outlook for crops here is good.—J. S. Snyder.

### ILLINOIS.

Alexander, Ill., June 30.—Small acreage of corn and oats; more wheat. Cutting wheat now.—Greenleaf & Obermeyer.

Joy, Ill., June 24.—Rye is about ready to cut. Corn looks fine. Wheat is fair. Oats are not as good as in former years.—William Denen.

Westville, Ill., July 6.—A large crop of wheat, how good one can't tell yet. Oats also look fine, and growing corn looks good.—W. P. Lewis.

Natrona, Ill., June 30.—Wheat acreage 20% increase; cutting nearly done. Oats an average crop; have been looking pretty bad.—B. M. Taylor, mgr. Farmers Grain & Coal Co.

Ritchey, Ill., July 10.—Oats will be short. Wheat will be a large crop, but will be of poor quality from present indications. Threshing starts next week. Corn looking good.—Charles Wilson, sec'y and mgr. Ritchie Grain Co.

Palestine, Ill., July 7.—Wheat began to move here today. Quality is very good. From four different machines all graded No. 2 or better, and the highest dockage was four per cent. Average yield about 14 bus. A few weeks ago these same fields looked good for from 25 to 30 bus. per acre.—Miesenhelder Bros.

Springfield, Ill., July 9.—For the past week the weather has been warm, the sunshine ample, and the rainfall varied from none to infrequent moderate showers, making favorable conditions for harvesting, threshing and haying. Moderate rains are needed in places for the corn. Corn made excellent progress and is beginning to tassel. Its condition is good to excellent in the north and central, but largely poor to fair in south, where some has been abandoned to weeds. Spring wheat has made good progress. Its condition is poor to good. In some areas spring wheat is being damaged by scab. Winter wheat is being harvested in the northern counties, but harvest is mostly completed in the central and southern counties, where threshing is now general. Oats are in fair to good condition. Cutting has begun.—Clarence J. Root, U. S. Dep't Agriculture.

Chicago, Ill., July 1.—Weather conditions over the country during the past month were unfavorable to the growth of crops. In the south and central west rains were frequent and wheat and oats were injured. In the northwest, the mountain region, the drought of last year was only partially broken during the fall and winter; the extension of dry conditions continue, with a severe breakdown of the grain crops, with a prospect of further damage. This area embraces Montana, Idaho, Washington, Wyoming, Colorado and Utah, with some extension into western Dakotas and Nebraska. In the southwest and central sections much of the wheat is damaged and some reports of sprouting in the shock, being too wet for threshing. Most general complaint is too much straw, the heads not filling well. Rust, scab and smut are plentiful. The average condition reported by our correspondents is 91.4 comparing with 98.9 last month and a government condition of 94.9.

The final crop is likely to settle around 900,000,000 bus. Spring wheat had a set back due to dry weather in northwest and mountain sections. In central states wet weather has lowered the condition, and in some places hot weather has lowered condition also. In western North Dakota there is complaint of grasshoppers. Condition reported by correspondents is 85.9, comparing with 94.4 last month, and of the government 91.2. This indicates a crop of 336,732,000 bus., which is likely to be further reduced by the drought. Both wheat crops indicate 1,200,000,000, and final returns may run under rather than above this figure. Oats have been reduced by the same conditions affecting wheat. Average condition reported to us is 87.5, versus 91.5 last month, and government estimate of 93.2. This indicates a crop of 1,415,414,000 versus 1,446,000,000 government of last month and a final crop of 1,538,000,000. Condition of corn is fairly good in states of large acreage, very poor in cotton states east of Texas. Average condition reported to us is 82.5 comparing with 87.1 last year and a five year average of 83.4. Owing to wet weather the south failed to get in as much acreage as expected. Indication is for a crop of 2,688,000,000 comparing with 2,987,000,000 last July, and a final crop of 2,582,000,000 last year. Conditions are favorable in the big belt.—P. S. Goodman, Clement, Curtis & Co.

### INDIANA.

McGrawsville, Ind., July 5.—Crops are good here.—Charles Sharp.

Valparaiso, Ind., July 5.—Wheat is fine here. Oats not so good. Corn is good.—Nickel Grain Co.

### IOWA.

Grand View, Ia.—Wheat promise good; majority of corn also good; oats only fair and hay extra good in my section of Iowa.—F. Laman-sky.

Des Moines, Ia., July 8.—Seasonable weather the past week advanced corn rapidly, and the bulk of the crop is laid by with the fields fairly clean. Winter wheat, rye and hay harvest progressed rapidly. The winter wheat was unusually promising from December to early June, the hot weather of the past month has caused damage thru blight and scab. Not more than half of the kernels in the heads are plump and well-filled. This is partly offset by the large number and size of the shocks, the yield per acre will scarcely be up to normal. The few early threshing reports are disappointing. Spring wheat is similarly affected, and oats are blighting badly. Early oats harvest begins this week. Showers thruout the state on July 4 and 5 did much good to corn, and did not cause serious delay or damage in haying and harvesting.—Charles D. Reed, Ia. Weather & Crop Service.

### KANSAS.

Hunnewell, Kan., July 5.—We are just commencing to thresh. Wheat is averaging 20 bus.—Farmers Grain Co., Elmer Hines, mgr.

Peabody, Kan., July 5.—Wheat is turning out a disappointment, as much of it went down on account of rain. There will be much low grade wheat.—W. H. Hines, mgr., Peabody Equity Exchange.

Oxford, Kan., July 5.—Wheat is all cut, and a little threshing done. Wheat is yielding from 7 to 20 bus. Average is about 12 to 15 bus. Test is from 57 to 60 lbs.—M. C. Herschberger, mgr., Farmers Co-operative Co.

Delphos, Kan., July 5.—Threshing has started in our neighborhood. The grain is moving to market. Sixty per cent crop will be as much as we will get on account of too much rain and wheat going down and not filling.—Lord Grain Co., M. E. Fairfield, mgr.

Macksville, Kan., July 6.—Wheat harvest is about half over in this part of the state and there is some wheat coming to market. The quality is not as good as was expected. The wheat is testing from 55 to 59 pounds and is making about 15 bus. to the acre.—A. L. McClure.

Gerlane, Kan., July 3.—Wheat will not yield more than 50% of estimate of a month ago, due to extreme hot weather following excessive rains. Believe this condition to be general. Within a radius of 100 miles reports come in that wheat is greatly damaged by black rust.—Farmers Co-operative Co.

Wilson, Kan., July 5.—Wheat will be varied. The lowland and rich land has a great deal of wheat down. It will be light in color and test, but there will be a good per cent heavier wheat

of good color. Oats and corn acreage is small, and will have none to ship out. Will have to ship in more than usual.—B. W. Kyner.

Hutchinson, Kan., July 8.—In the eastern portion of the territory tributary to Hutchinson some fields were abandoned without cutting because of damage by wet weather. In the western and southwestern portions much damage has been done by grasshoppers. This damage is said to run from 10% to 50% in certain sections and complaints of damage of one-third are frequently heard from affected districts. On the whole, the Kansas wheat crop will be somewhat disappointing both as to yield and quality. Fields that were expected to make 25 bus per acre are threshing out 15 bus. and returns up to this time indicate that few fields will yield as well as previously estimated. The percentage of No. 1 dark hard wheat will be low, while much of the crop will fall into No. 4 and No. 5, so that it may be said the average quality probably will be about No. 3. Grasshoppers are reported to be doing much damage to oats, and are expected to injure the corn, kafir and maize. Of these crops the acreage is not large, but they are in good condition and the weather has been ideal for their growth.—Cal.

Topeka, Kan., June 27.—This year's Kansas crop of wheat, including both winter and spring wheat, will amount to 229,665,000 bus. The total production of this year is nearly equal to the state's three crops of 1918, 1917, and 1916 combined, and is 48,292,000 bus. in excess of the state's yield in 1914, which has been until now the record crop of the United States. The production of winter wheat is now placed at 229,217,000 bus., or an average yield of 19.8 bus. per acre. The total area sown to winter wheat for this year's crop is shown to be 11,564,693 acres, as against 10,825,631 acres, as previously estimated by correspondents, or a gain of more than 700,000 acres. The condition of the state's winter wheat is given as 92.4 per cent. There has been much damage from wet weather in practically every county of the state, but most of the damage has come from lodging and breaking down of the wheat. The greatest damage has been done in the north-central and southeastern counties. Hail injured some fields, particularly in the counties of the northern half of the western tier. Rust and smut have caused comparatively little damage. A few evidences of the Hessian fly should serve as warning to avoid or prevent serious damage to the crop to be sown next fall. Sunshiny weather is bringing up lodged wheat in the entire western half of the state, and in other portions of the state. Taking the state as a whole, the loss of wheat from all causes during the past month approximates 3,233,000 bus., or about 1½ per cent. The prospective yield of the state's spring wheat crop is 448,000 bus., or an average of 15.6 bus. to the acre. The state's acreage in oats is about 1,565,000 bus. The estimated yield is placed at 52,416,347 bus., or an average yield of 33.5 bus. per acre. The estimated acreage in rye is 287,000 acres, which will probably yield 5,404,000 bus. as against 2,257,000 bus. last year. The estimated acreage of barley is 513,000 acres. The indicated yield is 16,666,300 bus. as compared to 5,737,000 bus. in 1918. The chief producers of this crop are in the northwest counties. It has been too wet for corn in the principal corn-growing territory, and until lately too cool anywhere. It was necessary to replant a third of the acreage. Corn is late and backward. The weather of the past week has brought improvement. On the estimated acreage of 4,358,000 acres of corn the average condition is given as 75.4 per cent.—J. C. Mohler, sec'y Kansas State Board of Agriculture.

### MINNESOTA.

Waverly, Minn., July 5.—Crop prospects are good.—E. H. Learned.

London, Minn., June 28.—We will have good crops.—John Reisdorf.

Dexter, Minn., June 27.—Crops in my locality are good.—O. J. Geotsch.

Green Bush, Minn., June 28.—All crops good around here.—Sam Thompson.

Minneapolis, Minn., June 30.—Reports from Fargo tell of grasshoppers coming in that section.—A. J. Atkins.

Minneapolis, Minn., June 30.—Latest reports show rye crop considerably hurt.—W. T. Frazier, Cereal Grading Co.

West Brook, Minn., June 26.—Too wet; corn, barley and rye are poor. Oats, however, are in good shape.—Fred Romke.



New Ulm, Minn., June 27.—It has been too wet for the crops and damage of 10 to 20 per cent will be shown.—A. O. Olson.

Minneapolis, Minn., July 1.—The barley acreage is much smaller this year. Expect considerably smaller crop.—Otto Zimmerman.

Minneapolis, Minn., July 1.—In the north end of Red River Valley wheat looks good. Rye potted, and flax doing well.—Mr. Halberg.

Ghent, Minn., June 26.—Crops now look worse than they have at any time in 35 years.—J. J. Bot, mgr., Ghent Farmers Elvtr. Co.

Minneapolis, Minn., July 1.—Summary of late reports received in this office indicates good prospects for South Dakota's crops.—G. C. Gee.

Ivanhoe, Minn., July 1.—Farmers in this section expect only 50 per cent crop at best. The lowlands have been choked up by too much rain.—F. C. Bass.

Minneapolis, Minn., July 1.—Eastern and Central North Dakota are sending in fair reports on crops. Rye is a little thin. Ray, Keystone Grain Co.

Forest Lake, Minn., June 28.—We should have bumper crops this year, if nothing interferes. Everything is looking fine. Even the farmers are satisfied.—Peter Beig.

Minneapolis, Minn., July 1.—Canadian crops have had too much dry weather. The Saskatchewan, Alberta and Manitoba crops have suffered considerably.—L. S. A.

Minneapolis, Minn., June 28.—Wheat crop poor in many parts of North Dakota. Entire rye crop in that state in bad shape. Late seeded wheat doing well.—John D. Gruber.

Cokato, Minn., June 18.—Grain and corn are looking good so far. We are getting too much rain now. Rye will be ready in about two weeks. Rye crop will not be over 17 bus. per acre.—Farmers Elvtr. Co.

Minneapolis, Minn., July 1.—Sunday I drove 160 miles in territory South of Minneapolis. Crops look good, although corn is backward. Wheat is heading but the heads are not big. The plant looks healthy.—Mr. Marfield.

Minneapolis, Minn., July 1.—I do not figure Minnesota for more than half a rye crop. Hot weather has shrunk the plant. Corn is turning a little yellow in southern Minnesota, where it has been too wet to cultivate.—C. S. Treadway.

Minneapolis, Minn., June 30.—From a total of twenty scattered crop reports from Iowa, Minnesota, North and South Dakota, these facts are summarized, showing conditions, compared with June 30, 1918, to be: wheat 91, oats 83, barley 78, rye 72, and corn 81 per cent.—P. M. Ingold, Gould Grain Co.

Minneapolis, Minn., July 1.—In western Minnesota crops were never better. Some expect twice average output of wheat. Condition in eastern part of state not so good. Oats heading. Corn meaty and uneven. In Central and Eastern North Dakota prospects are as good as 1915 bumper crop.—Cassiday, Chas. E. Lewis.

Minneapolis, Minn., July 2.—During the past week the weather conditions have been favorable for the crops of Minnesota, South Dakota, and the eastern half of North Dakota. Little rain, and weather hot and windy. This dried much of the territory that had too much moisture. In northwestern North Dakota good rains have fallen the past week. Hot winds and high temperature one or two days had some effect on small grain. Southwestern North Dakota and the entire state of Montana are badly in need of rain. With the exception of a few localities, Montana will have one of the lightest crops of its history. In many districts thruout the Northwest wheat is all headed. In the Eastern and Southern territory it is in exceptionally fine shape, and harvest will be about as early as average, with forcing weather of the present. Barley and oats are a little thin in some places, but on the whole are satisfactory. Some of the late barley in North Dakota has been damaged by grasshoppers. In South Dakota the rye crop is the best in the territory. It may average in some places from 25 to 30 bus., while in others only from 10 to 15 bus. In Minnesota and eastern North Dakota the crop is, as a rule, thinner, around 15 bus. average. In the western part of North Dakota the hot winds have damaged the rye considerably. Warm weather has been very favorable for the corn and it has made rapid progress this week. There has been much cultivation and with favorable weather from now on the crop has good promise.—Van Dusen-Harrington Co.

Minneapolis, Minn., July 1.—In Southern Minnesota there has been too much rain, and crops are weedy. Otherwise, the crops look good, with excellent prospects.—L. S. A.

#### MISSOURI.

Leeton, Mo., July 2.—Just starting threshing. No new wheat on the market yet.—J. S. Allen.

Nelson, Mo., July 4.—Quality of wheat only fair. Corn looks good. Weather fair.—R. H. Jopling, mgr. Farmers Co-operative Grain Co.

Seneca, Mo., July 5.—Rains every day. Farmers have had a hard time to harvest wheat and oats. If it keeps on, wheat will sprout.—H. W. Woehrmann.

#### MONTANA.

Wibaux, Mont., July 11.—Crop looks poor.—Mike Lehnen.

Roundup, Mont., July 1.—This station will ship less than ten cars of wheat this year. Crop is as near a failure as possible.—Roundup Elvtr. Co.

Stanford, Mont., June 22.—Crop conditions do not warrant any one investing his money in new elvtrs.—William F. Kempf, agent, Montana Elvtr. Co.

Ronan, Mont., July 1.—Montana has experienced the most severe drought in the month of June ever known since records were kept. The precipitation was .11 inch; this compared with the average June precipitation of 2.97 inches, and compared with 1.12 inches in June, 1918, which was bad enough, shows how much the state has suffered. The splendid rain in the latter part of May served to carry the crops

during the forepart of June. Winter wheat in Lower Flathead Valley will average from 25% on the poorest dry land, to 100% on some of the irrigated land. Spring wheat, after deducting 20,000 acres which failed to make a stand from lack of germination and weak start, will range from 10% dry land to 100% irrigated. There would be about 10,000 acres winter wheat irrigated; 15,000 spring wheat. Averaging all conditions, winter wheat can be placed at 50%; spring wheat at 35%, indicating a total yield of approximately 1,000,000 bus. for Lower Flathead Valley. Small acreages of the following grains: rye 50%; oats, 35%; barley, 40%. While only 25% of the total small grain acreage has been irrigated, yet 75% of the total yield will come from the irrigated land.—Stanley Searce.

#### NEBRASKA.

Violet, Neb., July 4.—Wheat is about 60% cut. Quality is fair.—N. E. Crawford, agent, Brown Grain Co.

Campbell, Neb., June 24.—The prospects for a big wheat crop were never better in this territory than at present. Harvest will start in about a week. The corn is looking good, but is a little late on account of wet weather.—Fred. H. Sears, mgr. Gund & Sears.

Krider (Odell P. O.), Neb., July 5.—Wheat is practically all cut and oats and barley are nearly ready to cut. Corn is doing fine but the stand is poor, due to wet weather and worms.—J. H. Heister, mgr., Farmers Union Co-operative Ass'n.

[Continued on page 91.]

### Government Crop Report.

Washington, D. C., July 9.—The crop reporting board of the Bureau of Crop Estimates makes the following estimates on the acreage and condition, July 1:

	Acres.*	Condition— July 1, July 1,	
		1919.	1918.
Winter wheat .....	48,933	81.0	79.5
Spring wheat .....	22,593	80.9	86.1
All wheat .....	71,526	86.6	81.9
Corn .....	102,977	86.7	87.1
Oats .....	42,365	87.0	85.5
Barley .....	8,899	87.4	84.7
Rye .....	6,576	85.7	80.8
Flax .....	1,851	73.5	79.8
Rice .....	1,091	89.5	91.1
Hay, all .....	71,224	91.1	82.2

\*000 omitted.

Crop—	Tot. production.*		Yield
	1919, July forecast.	1918, Dec. estimate.	
Winter wheat .....	939	558	17.1
Spring wheat .....	322	359	14.3
All wheat .....	1,161	917	16.2
Corn .....	2,815	2,583	27.3
Oats .....	1,403	1,538	33.1
Barley .....	231	256	25.9
Rye .....	103	90.2	15.6
Flax .....	13.2	14.7	7.1
Rice .....	42.5	40.4	38.9
Hay, ton .....	116	90.4	1.62

\*In millions.

#### WINTER WHEAT.

	Condition.		Dec. estimate*		5-yr. 1913-17.
	Forecast 1919,*				
	10-yr. from July 1				
	1919, %	ave., condition,	1918, bu.	bu.	
N. Y. ....	97	87	11,035	6,840	8.67
Pa. ....	100	86	33,702	24,718	24.164
Md. ....	78	86	12,034	11,346	10.684
Va. ....	82	88	16,150	15,600	13.944
N. C. ....	75	87	9,135	7,105	8.391
Ohio ....	102	80	54,470	43,225	34.911
Ind. ....	88	78	50,623	49,266	36.255
Ill. ....	90	77	62,287	54,266	37.543
Mich. ....	99	79	21,008	10,010	15.806
Iowa ....	83	84	15,191	6,150	8.957
Mo. ....	85	79	14,535	52,873	32.504
Neb. ....	90	77	67,725	33,478	52.176
Kan. ....	93	74	193,718	101,760	102.322
Ky. ....	85	84	12,892	12,129	9.862
Tenn. ....	78	85	8,195	7,500	8.215
Tex. ....	101	74	35,543	8,920	16.538
Okla. ....	95	73	57,573	32,899	33.914
Mont. ....	23	84	4,025	8,184	13.144
Colo. ....	75	83	11,884	7,075	6.952
Utah ....	68	88	2,230	2,656	4.708
Idaho ....	72	90	6,532	6,556	8.646
Wash. ....	84	88	20,677	9,424	24.573
Ore. ....	87	90	18,052	10,795	12.751
Cal. ....	83	80	13,899	7,590	6.213

#### SPRING WHEAT.

Minn. ....	90	86	60,956	78,330	50.931
N. D. ....	85	82	86,918	101,010	81.548
S. D. ....	92	81	52,385	69,350	38.065
Mont. ....	33	88	11,522	17,250	12.421
Wash. ....	75	86	26,582	17,005	18.110
U. S. ....	80.9	83.5	322,096	358,651	235.444

#### OATS.

N. Y. ....	76	89	30,117	51,660	42.100
Pa. ....	89	90	38,316	47,190	37.313
Ohio ....	85	86	56,783	79,200	59.973
Ind. ....	88	84	66,398	85,050	56.842
Ill. ....	83	84	151,507	198,352	167.369
Mich. ....	73	87	44,385	66,320	51.700
Wis. ....	93	91	90,312	110,162	84.638
Minn. ....	90	86	118,152	134,562	108.960
Iowa ....	88	83	193,629	229,572	194.385
Mo. ....	89	80	43,509	44,196	35.120
N. D. ....	84	82	67,730	60,512	62.621
S. D. ....	92	81	69,386	84,240	57.573
Neb. ....	95	79	78,763	56,188	78.989
Kan. ....	92	74	58,622	51,238	48.052
Tex. ....	102	74	67,287	22,197	37.610
Okla. ....	100	67	54,434	33,120	25.238
Mont. ....	35	90	11,186	20,400	22.036

U. S. .... 87.0 84.5 1,403,128 1,538,359 1,331,287

#### BARLEY.

Wis. ....	92	91	17,275	25,383	18.645
Minn. ....	88	85	32,870	43,400	33.034
Iowa ....	93	90	9,492	11,340	9.417
N. D. ....	89	82	36,305	37,281	29.945
S. D. ....	92	81	31,524	41,300	22.105
Kan. ....	101	68	16,766	6,040	5.639
Colo. ....	81	88	5,263	4,928	4.440
Idaho ....	74	93	4,794	4,900	6.962
Wash. ....	80	89	4,637	2,630	6.679
Ore. ....	81	90	4,705	4,450	4.642
Cal. ....	82	86	31,536	34,320	37.424

U. S. .... 87.4 84.6 230,900 256,375 199,212

\*000 omitted.

The amount of wheat remaining on farms July 1 is estimated at 2.1 per cent of last year's crop, or about 19,644,000 bus., compared with 8,063,000 on July 1, 1918, and 37,413, the average of stocks on July 1 for five years, 1913-1917.

#### CORN.

	Condition		Final estimate		5-yr. ave.
	July 1.		Forecast	1919.	
	10-yr.		July 1,	1918,	
	1919, ave.,	1919,	bu.*	1913-17,	
	%	%	bu.*	bu.*	
Pa. ....	93	86	66,770	66,400	59.146
Va. ....	91	88	51,870	56,000	53.334
N. C. ....	89	87	63,989	64,365	56.046
Ga. ....	83	87	66,063	68,850	63.595
Ohio ....	89	85	145,221	133,200	141.203
Ind. ....	88	85	184,697	169,554	180.420
Ill. ....	89	85	314,024	351,450	335.097
Mich. ....	97	80	65,403	48,300	51.622
Wis. ....	99	82	75,676	69,538	56.110
Minn. ....	88	82	198,464	110,000	86.660
Iowa ....	87	88	364,726	375,624	360.750
Mo. ....	80	84	147,354	133,860	170.565
S. D. ....	81	86	92,011	108,188	83.489
Neb. ....	88	87	181,035	123,086	188.596
Kan. ....	81	81	76,466	43,523	98.445
Ky. ....	85	88	91,066	93,600	96.250
Tenn. ....	83	87	80,556	84,000	84.925
Ala. ....	76	84	66,646	67,686	60.432
Miss. ....	70	84	58,258	66,300	62.788
La. ....	75	83	33,994	29,600	40.543
Tex. ....	96	74	168,780	69,000	131.990
Okla. ....	95	79	25,805	24,375	60.165
Ark. ....	80	84	53,460	35,100	52.087

U. S. .... 86.7 84.0 2,815,430 2,582,814 2,749,345



# Indiana Association Holds Big Meeting

The midsummer meeting of the Indiana Grain Dealers' Ass'n was called to order by Pres. Bennett Taylor of Lafayette in the Indianapolis Board of Trade Wednesday morning, July 2. The Assembly Hall was crowded to standing capacity and many remained outside.

The Rev. Jas. M. Eakins welcomed the dealers to the city and delivered the invocation.

K. M. Bickel addressed the dealers on Accident Prevention and gave an interesting recital of the work being done by the Integrity Mutual Casualty Co. in helping injured workmen to become producers again.

Russell East, County Agent of Shelby County, said that the work for better agricultural methods would never have been started in his county had it been left to the farmers. The grain dealers gave the early encouragement needed for a good start.

I am glad you grain dealers are determined to buy grain by grade. It is unfair to pay the same price for all wheat. The growers of good wheat are entitled to encouragement.

The farmers can get rid of much stinking smut by treating their seed wheat thru the use of a pint of formaldehyde to 60 bus. of seed. The circulators of the statement that the black smut heads indicate a good crop do harm, because the farmers are led to ignore the disease and make no effort to get rid of the smut.

The treatment of seed wheat for loose smut is much more complicated and takes much time and labor. We had so many requests for treating seed we were compelled to devise mechanical facilities for this work. Last year it cost us about 18 cts. a bushel to treat seed for loose smut. We have different revolving drums in which we raise the temperature of the wet seed to a temperature above 124° Fahrenheit, which kills the smut. Our danger is that we raise the seed to a temperature that will kill the wheat. Inspection of the fields shows that we have got rid of the short wheat as well as the smut.

No reason exists for our farmers not producing 60-lb. wheat every year. Our bigger work is to encourage the farmer to grow wheat of a quality which does not justify dockage. Loose smut spores can travel to adjoining fields at time the grain is in bloom. Stinking smut can be carried in threshing machines and spread by the grain.

I think it would be of advantage to dry seed treated for loose smut, but we have had no drier in Shelbyville. One farmer for whom we treated seed removed the carpet from one of his bedrooms and spread the wheat out to dry.

President Taylor thanked Mr. East for his address and said the grain dealers are glad to hear of real agricultural improvement work being done by a county agent who has nothing to sell but his services.

E. G. Osman read a paper on What Is the Matter with Business?

Pres. Taylor announced as a Resolution Com'te: Chairman, H. H. Deam, Bluffton; J. H. Morrow, Wabash; J. A. Washburn, Remington; H. H. Martin, New Castle, and H. A. Lawson, Shelbyville.

Adjourned for luncheon.

## Wednesday Afternoon Session.

Elmer Hutchinson of Arlington, the grain trade's representative on the Market Survey Com'te appointed by Pres. Goodrich to visit the grain terminals and discover what could be done to secure uniform grading of grain, gave a brief account of what the com'te found. He said the correct grading of grain even from an efficient inspector could not be expected unless

a fair average sample of the carload were brot in by the sampler.

Country elevator men have not facilities for thorouly mixing grain so cannot be expected to load grain of even quality. Few shippers plug shipments and no ass'n member will countenance such a practice. We believe the inspectors shud be instructed to get a fair average sample of the car's contents before attempting to grade the grain.

The war is over, the boys are coming back and all the inspection departments will be equipped to give better service this year than they were last year. Then, too, the Board of Appeals has been moved to Chicago, so we can get quicker action on our appeals than ever before.

Our Zone Manager, Irwin has requested that all wheat be bot strictly on grade and a full record be kept of each transaction. In disputes this will be needed.

The railroads are making a systematic effort to change the loading of commodities so as to economize space in cars and increase the transporting capacity of the railroads. Asking grain shippers to load cars to within 24 inches of the roof is in line with what the railroads are asking of other lines of business.

The enforcement division of the Federal Supervision Dept. is better organized today than ever before. It expects more of the licensed inspectors than heretofore and will demand more. You must buy wheat by grade as you will have to sell by grade.

E. G. McCollum, Wolcott: The pressing questions before the grain trade are, Will all buyers grade wheat according to the Federal standards? Do they know how? What is a "reasonable margin"?

We stand absolutely for the correct grading of grain. Our principle is a square deal to every producer regardless as to the size of his farm, his avoirdupois, or his bank account.

We do not think it a square deal to a farmer to pay the same price for inferior grain as for good grain, which too often has been the practice in the past.

The proper grading of grain stimulates agriculture, puts a premium on intelligent and careful handling of farm products. It increases the tonnage and raises the nutritive value of our food products.

Our by-laws contain a clause which states "that all grain shall be purchased upon its merits." Any manager who does not properly grade the grain is violating this clause, is not giving the trade a square deal and if he continues will soon lose his job. Our managers are, so far as I am able to determine, doing their best.

As to the margin of profit, we are not interested so much in the size of the profit as we are that a profit is sure to be made.

I notice a statement on the wall which says that 8c gross is not a fair margin and wish to inquire who said that 8c was a fair margin?

Our by-laws state that it is the duty of the manager and the directors to handle the business at a profit, so that a fair rate of interest shall be earned on capital invested, but the rest we return to the man from whom we took it, so a margin larger than this would not be of much concern to us.

You will not find us bucking the Government margin, and if any of our managers do I would be pleased to hear of it.

P. E. Goodrich, Winchester: In regard to handling the new wheat crop, I have little new to offer, but our Sec'y will present many figures on handling costs. The farmers were represented in the New York conference and gave us helpful advice and support. Farmers today have an interest in many of our eleva-

tors and most of them recognize the necessity of meeting our handling costs.

Any of us can ship wheat to the Government if we want to, but we cannot make a draft against a shipment.

If you are embargoed against shipments to the Atlantic sea ports and get a bid below the Government price you can not buy below the fair price at your station. Mr. Barnes says you must wait until the Grain Corporation can buy and take your wheat.

The most advantageous market is the one that will net you the most for the wheat.

Elmer Hutchinson: We must trust Mr. Irwin and Mr. Barnes for the fair grading of our disputed grades.

Sec'y C. B. Riley: You must buy the better grades on the basis of the Wheat Director's price at your most advantageous market. Where a dispute arises over the grade of wheat delivered by a farmer both buyer and seller must draw separate samples and submit to the zone manager. You can buy or refuse to accept the wheat at the grade and discount fixed by the zone manager or you can appeal to Wheat Director Barnes.

The zone manager will send you cards to post in your elevator as a notice to the farmer.

Your contracts require you to buy wheat by grade as you must sell it. Your practice for the past 40 years has nothing to do with present conditions. If you have a contract with the grain corporation you are protected against any depreciation in the market value of your wheat below the Government's guaranteed price. If you contract verbally to buy wheat from the farmer the Grain Corporation will not take cognizance of the contract. You owe it to yourself to insist upon formal signed contracts covering every agreement to purchase wheat from the growers.

After July 15 you will have a new license number. We tried to induce the zone manager to give you the same numbers as used last year, but Mr. Irwin said it was impossible. Bear in mind you can not do business with any firm or individual not having a license from the Grain Corporation, growers alone excepted. New firms should apply to the zone manager for a license.

H. A. Rhodes, Federal Grain Supervisor, in addressing the dealers on the grain grades said all determinations of grades are on the grain free from the dockage. You must pick out the rye and other foreign matter from your sample, weigh it and determine its percentage of the whole. Cracked wheat should be included with the grain, as it is not dockage.

H. H. Martin, New Castle: The miller can not make flour from cracked wheat. What is its value? I received some wheat recently which contained 7% of cracked wheat.

Mr. Rhodes: Shriveled kernels are taken care of in the weight. Cracked wheat which can not be separated from the other foreign matter, garlicky wheat in excess of matter will be treated as dockage, inseparable foreign material.

Garlicky wheat in excess of one bulblet to 1,000 grams of wheat will be penalized. Smutty wheat in excess of two bulbs to 50 grams will be penalized.

An elevator man can advantageously keep a sample from each load of wheat delivered by a farmer, put it in an air tight container and then mix all together thoroly when he is thru hauling and determine the grade of an average sample of the entire lot.

We would like to see all the elevators equipped with the necessary grain grading apparatus. Farmers are accustomed to having their cream, butter and cattle carefully graded so it shud be an easy matter for you to buy grain strictly by grade.

The elevator owner owes it to himself to inspect every car before and after it is coopered. We have many leaks that are very expensive to the shipper. Recently we inspected a bulkhead shipment of No. 1 white corn and yellow corn. The weak bulkhead gave wa-



and a lot of the yellow corn became mixed with the white. It cost the shipper at least 10 cts. a bushel. Careful cooping will protect you against many losses and increase your net returns.

H. H. Deam, chairman of the Resolutions Com'te, presented the following resolutions, which were adopted:

## Resolutions.

**ask That Buffalo, Cleveland, Toledo and Mansfield Be Continued as Official Buying Points.**

**RESOLVED**, That the grain dealers of Indiana here assembled object most strenuously to the act of the Food Administration Grain Corporation in eliminating the following inferior buying points as announced by Zone Agent H. D. Irwin—Buffalo, Cleveland, Toledo and Mansfield, which have been during the past year used as official buying points;

That the act will have a tendency to forward all wheat to seaboard points, where, thru lack of terminal facilities, a congestion of cars will follow;

That the shippers here represented object to their grain being forced to these far eastern points and favor the shortest possible haul to terminal market where grain may receive official inspection and weights and where deliveries can be made either to commission dealers or to buying agents of the government;

That in so doing the grain car equipment, which this year is far below normal, can receive immediate handling and the empty equipment can then be returned to interior points for reloading, relieving the country shippers and accomplishing quick returns.

That the wheat in our opinion will not be safe to remain out for any excessive length of time, but should be unloaded promptly where handling, smutting or drying can be given should it be found necessary.

**RESOLVED**, That this resolution be spread upon the minutes of this meeting and that a copy of same be forwarded to Julius H. Barnes, Wheat Director Food Administration Grain Corporation.

## Schedule of Prices for Wheat.

**WHEREAS**, The regulations of the Grain Corporation (Bulletin No. 2, July 1, 1919, Page 1) requires grain dealers in purchasing wheat from producers to establish No. 1 wheat as the buying basis, deducting therefrom 3c per bu. for No. 2 and 7c per bu. for No. 3, with all grades below No. 3 to be bought wholly on their merits with reference to the grade of No. 1, be it.

**RESOLVED**, That it is the sense of this convention that each and every grain dealer and miller in buying wheat from the producer should adhere strictly to the rules and buy strictly on the Federal Grades, and

That they should post a price or bulletin board in a conspicuous place at or near their offices on which the schedule of grades and prices be recorded, from day to day, and

That the producers be thoroughly informed as to the cost of handling wheat, including the terminal charge for weighing, inspecting and elevating, which amounts to over 1c per bu. plus the commission of 1% or 2.39c per bu. for the Grain Corporation, making a total of 3 1/4 to 1/2 c per bu. at such terminals, to which should be added 1/2 to 3/4 c per bu. for and on account of shrinkage in passing the grain through the house and in transit. The above items plus weight will determine the value of the wheat

O. B. shipper's station, to which should be added interest on wheat in transit, averaging 5c, then add a "reasonable handling margin" as contemplated by the Grain Corporation, the contract and the law.

To illustrate the above, based on New York price and export freight rate of 25 1/4 c per cwt. the following schedule approximates the items of cost in marketing wheat:

Per bu.	
Freight at 25.5c, Indianapolis Export,	
per cwt.	15.3c
Shrinkage in passing through house	
and transit	1.21c
Weighing, inspection, war tax, elevating	1.25c
Commission to Grain Corporation	2.39.5c
Interest while in transit, average 20 days	.75c

Total cost of delivering wheat to	
market	20.9c
Selling price at New York	239.5c

Leaving F. O. B. value for No. 1 wheat	
in car lots	218.6c
Domestic rate would increase cost.....	?

217.7

The experience table prepared by the Secretary during the past season shows that the actual cost of handling grain through house and loading on cars, as compiled by 73 elevators, to be 7.12c, thereby netting the dealer actually 1148c.

## Recommend Hinged Truck Bodies.

**WHEREAS**, Numerous manufacturers are building trucks for farmers used for the transportation of grain, we respectfully recommend

that they hinge the truck bodies so that the front end of the truck may be lifted so as to dump the grain without molesting the truck in any other way.

## Thanks.

**RESOLVED**, That we extend to the speakers on the program a vote of thanks for the valuable information given us, as well as the inspiration to conduct our business on the high plane and dignity which such business demands. Be it further

**RESOLVED**, That we extend our thanks to the Rev. James M. Eakins, Pastor of Memorial Presbyterian Church, this city, for the very kind words of greeting and invocation, opening the session of this convention.

**RESOLVED**, That we extend to the members of the Board of Trade and the Grain Dealers of Indianapolis our heartfelt thanks for the royal entertainment provided us and for the use of the rooms for the convention.

## Sympathy and Condolence.

**WHEREAS**, Divine Providence has removed from our midst and our membership, Mr. James M. Brafford, who for many years has been identified with the grain trade in the City of Indianapolis and for a term of years Secretary of this Association, we deeply deplore his demise and desire to extend to his beloved family our sympathy in their great loss; and,

**WHEREAS**, John G. Donovan, member of the firm of John G. Donovan & Son of Yorktown, Ind., for many years identified with the Association, has passed away since our last meeting, we desire to express to his family our deepest sympathy in this their bereavement.

P. E. Goodrich raised the point that Indiana shippers could not afford to tie up their capital for 40 days in order to sell to the Grain Corporation. We must sell to the New York exporters who will honor our drafts. Their bids this year will be one cent less than last year, so you must take this into consideration in fixing your buying price.

Elmer Hutchinson: Chief Inspector White of New York City informed the Survey Com'te that storage room was so scarce that all smutty wheat must be dumped into the same bins, so the dockage must of necessity be the same on all smutty wheat. You must buy smutty wheat safely.

Mr. Taylor, Sec'y of the State Agricultural Federation, said that the farmers would be glad to study the handling costs schedule submitted. We believe you are entitled to a fair compensation for your services and we want to get along harmoniously with you.

Sec'y Riley explained that the schedule of costs was merely the com'te's determination of costs on the basis of the export price. That grain sold basis domestic price will take a higher cost.

A Dealer: That schedule is on the basis of last year's costs. This year labor and everything else costs more and you can not escape paying more.

N. Busenbark, Crawfordsville: I have a 28 ct. rate to New York, so that schedule would not cover the cost at my station.

Adjourned for the banquet.

## The Banquet.

Contrary to the usual practice, the 300 grain dealers who had accepted the hospitality of the Indianapolis Board of Trade sat down promptly at the appointed hour to a splendid banquet served in the Hotel Severin.

While E. K. Shepperd, the master of ceremonies, called on a number of dealers, few brief addresses were made. Mr. Bickel gave them all a good laugh with an assorted variety of true-to-life stories. The banquet, the singers and musicians were thoroughly enjoyed by everyone, notwithstanding the heat, and by nine o'clock most of the visitors were on their way home.

## Convention Notes.

Geo. L. Stebbins of Sawers Grain Co. came from Chicago.

Cincinnati was represented by Dan B. Granger and John E. Collins.

Milton Crowe, former Buffalo grain man, was present announcing his brokerage office in Frankfort, Ind.

Among the Toledo receivers there were Joe Doering of Southworth & Co., H. W. Apple-

gate, a miller, and Wm. W. Cummings of J. F. Zahm & Co.

Identification badges were supplied by the Grain Dealers Fire Insurance Co. C. B. Sinex and M. E. Ayres of the company had charge of the registration.

Machinery and supply men present included J. B. Voorst, representing the Reliance Construction Co.; P. G. Hunker, Kennedy Car Liner & Bag Co., and A. S. Garman, Akron, Huntley Mfg. Co.

Buffalo receivers turned out strong with Earl E. and I. W. McConnell of McConnell Grain Corporation, F. J. Maurer of F. J. Maurer Grain Co., and F. J. Schonhart and C. A. Bartow of the Electric Grain Elevator Co.

Insurance men: F. H. Holt, Indianapolis, Millers' Nat'l Ins. Co.; K. M. Bickle and W. M. Polkinhorn, Chicago, of Integrity Mutual; V. E. Butler, Minneapolis, representing the Grain Dealers Nat'l Insurance Co.

**SOUVENIRS** distributed included a crayon pencil by the Kennedy Car Liner & Bag Co.; knife sharpener by Lew Hill; a thimble by the Cleveland Grain Co., and a sure-hit revolver with the compliments of the Suckow Milling Co.

**THE ATTENDANCE** at this meeting was the largest in the history of the Association. 321 dealers registered. Never before has the registration approached this number, even when the Association was holding a two-day session.

Bert Boyd took advantage of the approaching drought and installed some of the remnants of the old Bull and Bear Bar in his private office, so that dealers could rest their weary feet on the bar-rail in wild anticipation, but all they got was lemonade.

**Among the Indiana shippers in attendance** were Robert Alexander, Shadeland; P. B. and W. H. Aiman, Pendleton; C. A. Ashbaugh, Frankfort; F. Brandenburg, Maxwell; H. N. Brown, Kingman; N. L. Bradfield, Valparaiso; D. L. Brookie, Monon; R. O. Clark, Bentonville; A. B. Cohee, Frankfort; H. C. Clark, Tipton; G. G. Davis, Tipton; H. H. Deam, Bluffton; N. O. Davis, Michigantown; Harold L. Gray; J. S. Hazelrigg, Cambridge City; C. A. Hedworth, Romney; Elmer Hutchinson, Arlington; Edwin Haak, Kokomo; Chas. A. Hornbeck, Frankfort; John Howell, Muncie; C. B. Jenkins, Noblesville; Cloyd Loughry, Monticello; H. A. Lawson, Shelbyville; J. L. Lingeman, Brownsburg; Joseph D. Martin, Geneva; W. T. Mathews, Centerville; P. W. McComas, Nora; Warren T. McCray, Kentland; F. A. Miller, Mulberry; C. McCorry, Blaine; Wm. Nading, Shelbyville; E. C. Ogle, Moran; Fred Owman, Bloomington; C. L. Oldham, Pendleton; C. O. Powell, Linton; Frank Richards, Taylorsville; Ed. Roach, Rockfield; H. W. Reimann, Shelbyville; A. E. Reynolds, Crawfordsville; M. O. Scott, Circleville; J. P. Shoemaker, Daleville; John A. Shields, Seymour; D. P. Simonson, Romney; E. K. Sowash, Middleton; O. J. Thompson, Kokomo; Bennett Taylor, Lafayette; H. G. Wolf, Morristown; Dan Williams, Center Point; J. G. Williams, Daleville; W. W. Ashby, Ladoga.

**THE BUREAU OF MARKETS** at Chicago reports numerous inquiries from country dealers regarding the purchase of proper equipment for grading wheat, since the publication of an article in the June 25 issue of the Journal, pages 1102-1103 on "How to Grade Wheat."

**INTERVENTION** by the Board of Agriculture may be necessary in England if the price of maize to farmers continues to increase. The cause of the increase is competition among dealers for small supplies. The Wheat Commission sells at about 60/- per quarter c. i. f. which should make the price to farmers around 70/- per quarter.

**QUARANTINE** regulations for protection against flag smut, take-all and wheat nematodes or eel-worms all recently discovered in the United States, will be discussed at a hearing July 15, called by the Secretary of Agriculture, which will be held at the office of the Federal Horticultural Board, Washington, D. C., beginning at ten o'clock.



# Tri-State Shippers' Association Meet in Minneapolis

The second annual meeting of the Tri-State Grain Shippers Ass'n was held at the Minneapolis Armory June 26, 27 and 28. An Industrial Convention of the Grain Trade of the Northwest was held in conjunction with the meeting.

The first session was called to order by President A. E. Anderson, Cottonwood, Minn.

Mayor J. E. Meyers of Minneapolis delivered the address of welcome with a "get-together" talk at the conclusion of which he turned the city over to the visiting grain men.

Pres. Anderson gave the response to the Mayor's welcome, from which we take the following: I said a year ago that no one need tell me when I come to Minneapolis that I am welcome, for I have felt from the first visit that there was no place except my little home town, where I wud rather go.

Among other things that have come up during the past year was a case between a railroad company and a certain elevator concern. They got into trouble about a site, and value of the lease which they had in a certain town of this state. They appealed to us for assistance, not so much for financial assistance, but more for moral influence, to come to their help as an association and fight their cause. We decided to help, and hit upon a plan electing a legislative committee from our Board of Directors. This com'te went to the State Legislature and presented to one of the Senators a law giving direct authority to the Railroad and Warehouse Commission of this state to say what would be a just and reasonable charge for a lease, and the law was passed. I just mention this fact to show that we are always ready to assist one another as an association. I feel assured that we will have a profitable time these three coming days.

## The Value of United States Grain Standards

was the topic assigned to R. C. Miller, Federal Grain Supervisor for the Northwest. He said in part:

Primarily I wish to give you a brief idea of what the Grain Standards Act is, what it means, and the reason for having such a thing. Some of you believe that the Grain Standards Act is due to some local organization demanding official inspection. I have been in this work for the last two years and the preceding seven or eight years with Duvel's work in grain standardization, and I wish to say that this Grain Standards Act is really the outcome of complaints from foreign receivers of grain against the United States.

Therefore I believe that grain standards throughout the United States are of immense importance, not only for each and every state, or for the United States alone, but for the reputation of this country from the standpoint of the European buyers. A great many cargoes were accompanied across the ocean by officials of the government under the United States Department of Agriculture. Many vessels were sampled on arrival and found in terrible condition. Irish and French laborers struck for hundred per cent increase in wages, unloading was delayed in consequence, and grain allowed to stand in boats. Grades were disputed and that is really what started the movement for standard grades.

The grades were put into effect after very careful investigation of grain receipts in eight large cities of the United States, on the farm, at the threshing machine, at country elevators, in terminal markets and at seaports. Thousands of samples were thus obtained extending over a period of eight years. The standards you now have grew out of this work and have been promulgated with the assistance and suggestions of the grain trade in connection with the government work.

The factors considered in grading are quality and condition, purity of type or class, foreign material, more or less detrimental, more or less easily removed from the grain, weight per bushel, and some other factors, those being the principal ones.

There are two distinct divisions of the Grain Standards Act, one, investigating and making

tests in the United States with the idea of promulgating standards, and the other, enforcing the standards set.

A grain grade is really a classification of a commodity, whatever it may be—wheat, corn or oats. If you do not have a definite idea of what a grade means you are going to have trouble if you sell or buy on future contracts.

You hear comments once in a while about the great number of grades you may get for a given car of grain. Many of you understand why it is possible to get a great many grades on a given carload of grain under any grading system. The unevenly loaded car brings in this hazard. Any three competent samplers can pass a probe into a car and get different samples. If you have a heavily loaded or high loaded car you can't get to the bottom, but in the bottom of that car there might be a lot of dockage, wild oats, etc. An evenly loaded car will eliminate that to a certain extent.

The licensed grain inspector cannot draw his own sample, but must rely upon the sampler for whose work he stands responsible in most instances. Therefore if the sampler cannot get a true sample the inspector often wastes his time and creates dissatisfaction because he is not getting a true grade. We urge uniform loading.

## Application of Grades.

Ralph H. Brown of the Washington office, Bureau of Markets, discussed the practical application of the Federal Grades, showing step by step how a representative sample is obtained and the steps following such as determining the dockage, the weight, damaged kernels, foreign materials, mixture of classes of wheat, etc. He called attention to the fact that an experienced grain man can determine at a moment's notice what the dockage is apt to make the grade on a particular sample, if it is clean, sound and dry, and has proper test weight. The Grain Standards Act consists of the application of Federal grades to the country elevator business. We believe that a man, while applying the grades as accurately as he can under the conditions, and giving a premium grade for premium grain, is playing fair to his farmer patrons, by buying grain on the same basis that he sells it at the terminal market. Therefore, he can say he has a better check on his business and in any case where there is any doubt as to the application of these grades the country dealer can mail the sample to any inspector and get an official certificate on the sample enabling him to check his work accurately. The officials of the Federal Grain Supervision here and in Duluth stand ready to answer any correspondence referring to application of grades.

President Anderson announced that he wud leave the matter in the hands of the meeting to discuss.

O. P. B. Jacobson: Mr. Miller said the Federal Grades were enacted because of the terrible condition of American wheat arriving in Europe. The fact is, our grain shipped from the west, often is left on the track in New York city for sixty or ninety days. You know that any grain left in the cars for sixty or ninety days will sometimes spoil. Therefore, I do not believe we shud take into consideration the European buyers when we enact rules for grading grain. We know that when the grain comes in contact with steam pipes it will absorb moisture and I do not believe the producers of grain or the buyers of grain shud be penalized for grain spoiled in steamers on the ocean. I have been on the ocean myself for fifteen years and I know that it is not only the grain that spoils but manufactured goods such as flour. Flour will sometimes remain in Brooklyn for sixty days with no shelter, absorbing moisture, and sometimes we hear our friends say we allow too much moisture.

Mr. Miller: It might interest you to know that the grain that we did find out of condition was corn almost altogether and some soft

wheat, and in all probability there was very little if any northwestern grain in the findings over there, due probably to the high quality of the grain and the high standards Minnesota has in keeping up her grades.

Pres. Anderson: I see something about smut here. There has to be a certain amount of smut in it to lower the grade.

Let me go back another year. Stress was laid on cockle and wild peas the crop before last. Accordingly, the first car of wheat I bought contained enough cockle and wild peas, in my estimation, to make it grade No. 2. I bot and shipped it on that basis. It arrived in Minneapolis and not a word was said about wild peas or cockle, but it graded No. 1 smutty. I cud not get No. 1 price for it because it was smutty. I was discounted 18c. Can you explain that, Mr. Miller?

Mr. Miller: We have been twice as liberal in the matter of smut on a given grade as before, so, if you got by with some smut without dockage, your batting average is 50-50, but remember grades have nothing to do with price fixing. We have often been accused of that, but there is nothing in the Grain Standards Act that allows us to put a price on grain.

The following were elected as members of the Com'te on Nominations: Nils R. Tacklind, Drayton, N. D.; T. F. Dahl, Minneota, Minn.; Mr. Long of Park Rapids, Minn.; O. T. Johnson, Ihlen, Minn.; Fred Zieske, Greenwald, Minn.

Adjourned to Friday.

## Friday Afternoon Session.

Friday's session was opened by singing led by I. C. Cuvelier.

A. D. Sibley of the State Dairy & Food Commission explained that the feedingstuff law passed by the recent session of the Legislature makes it necessary for everyone who intends to sell feedingstuffs in Minnesota to register the application with the Dairy and Food Department, and all feedingstuffs will be required to be tagged. In conclusion he said: Minnesota is possibly one of the last states in the Union to adopt uniform feedingstuffs law.

"WHAT THE COAL SITUATION has in store for the Country dealers" was presented by Mr. I. C. Cuvelier, who read a paper for W. H. Gorman. After reading Mr. Gorman's paper, Mr. Cuvelier added, The Northwest uses about 25,000,000 tons of coal annually. About ten million of that comes by way of the docks, about nine million comes all rail from Illinois and Indiana. Another five million comes into the state of Minnesota and the two Dakotas and Iowa from other sources. Now, Mr. Pratt will tell you why it cannot be moved in three months' time.

Ernest G. Pratt reviewed the coal situation in the Northwest, touching on such issues as car shortage, production, labor situation, miners' wages and their increased demands and pointing out that if a suspension of mining occurs for a month or even two weeks the soft coal situation in the country will be extremely panicky. Demand will go far ahead of supply and prices will do the usual thing under such conditions—go up.

Dr. Cushing of Washington, D. C., told of a meeting held in Washington where the supplying of European coal demands was considered. In this connection he said, We have an obligation there which we, as allies of England, France and Belgium, cannot shirk. The Germans passed through Belgium and France and destroyed sixty per cent of France's productive capacity of coal, and practically all of Belgium's capacity. We do not know how long it is going to take those mines to be restored to their normal productive capacity. We know for sure, however, that there is a demand there for 29,000,000 tons in excess of what France and Belgium can possibly produce. Those two countries have depended, when they were short, on England on one side and Germany on the other. German sup-



is entirely cut off and England is failing to produce her normal 25 to 35 million tons. That means that we are obliged, since no one else can do it, to supply the 54,000,000 tons if we want to see their factories run and their homes warm next winter. That is 8½% of our production.

Frank L. Carey, Zone Agent of the Fourth District, reviewed the work of the Grain Corporation during the war and told of the task remaining before them during the present crop year. From his talk we take the following:

The contract with the grain dealer prescribes that all wheat shall be marketed with only a reasonable handling charge and no fixed margin has been established for this season. Disputes over the grading and pricing of wheat at country elevators will be taken care of by the Grain Corporation. Provision is made in the contract for payment of storage to the country elevators for carrying grain back in the country when cars are not available for a reasonable turnover. That reasonable turnover has been considered 20 per cent of wheat in the house. The policy of advancing premiums in the terminal markets has been decided upon to take the place of storage. The contract also provides that storage will be paid before premiums start as well as after premiums are discontinued, if the latter is necessary. Premiums cannot be advanced to a point where the movement of grain slows the maximum capacity of the terminal elevators to handle will be retarded. If the present crop materializes the terminal elevators both at the seaboard and at interior points will be taxed to their capacity during the entire year.

In my opinion the most important subject for your consideration, and one that has been little discussed much to my surprise, is the further development of the Great Lakes as a means of transportation for the products of the Northwest.

The railroad problem is a matter standing entirely by itself and I do not care to discuss it at this time. We have seen a 25 per cent increase in freight rates to the east, and those in charge of our railroads are asking for still more. In order that the roads may be maintained in an efficient condition. This advance in the freight rates means to the Northwest, a movement away from the great Eastern markets. The plausible remedy to my mind is the further development of the Great Lakes and the St. Lawrence river as a means of reaching the seaboard.

Let me suggest that you all be my aid during the coming year to make the burdens of government control as light as possible. The Northwest has given me the very best of support at all times and I ask for a continuance of that support.

Mr. McFarlin, Des Moines, Ia.: Mr. Carey, would you explain a little more definitely the plans for the allowance of storage?

Mr. Carey: The plans for paying storage for the coming year will be very similar to the plan that was in force last year, 7/20ths of a cent for the wheat in your house, when the total amount of the grain shipped does not equal twenty per cent of the wheat in your house. That storage will be in effect as soon as the contracts now in the mails are signed. However, a premium is announced in July by the Wheat Director advancing the terminal prices August 1, there will be no storage paid during August.

The next speaker on the program was Theodore Wold, Governor Ninth District Federal Reserve Bank, Minneapolis. His subject was "Financing the grain crop of the Northwest."

Mr. Wold's talk was interesting and instructive.

The President appointed the following committee on resolutions: R. E. Jones, Wabasha, Minn.; J. F. Connor, Nortonville, N. D.; Mr. B. D. Bascomb, Clark, S. D.

Adjourned to Saturday.

## Saturday Afternoon Session.

The third session was called to order by Pres. Anderson.

A. P. Husband, Chicago, Sec'y of the Millers Federation, read a paper entitled: "Milling Our Wheat at Home," from which we take the following: The Guaranty Law of March 4, 1919, provides that preference shall be given to flour exportation, except when public interest, in the judgment of the Wheat Director, would be injuriously affected thereby. This provision I believe is entirely in the best interests of the country at large. The milling capacity of the country is very large and the investment in proportion, the daily grinding capacity being over 912,000 bbls. The production last year was 116,000,000 brls., making the milling capacity of the country 2½ times the flour output in its best year. It is therefore obvious that if pressure is not brought to bear to export flour instead of wheat, that many mills of the country will be idle. There is also an additional consideration of labor, which at a time like this should be employed to its fullest extent. A third consideration is a reduction in the price of flour that would result from home milling on a larger scale, which price would be reflected to the consumer.

Another argument in favor of home milling is the increased production in volume of available feeds and the consequent reduction in their price.

With reference to the handling of the 1919 wheat crop, it appears that the milling program will be an important factor in this problem. The crop expected in the United States is estimated at 1,100,000,000 bus. and Mr. Barnes will require about 460,000,000 bus. for export. If this demand materializes it will take careful supervision to put the grain thru the terminal markets without considerable congestion. Running as much wheat thru the mills as possible will relieve the congestion to a great extent.

## "Car Distribution, Car Shortage and Grain Facilities."

O. P. B. Jacobson of the Minnesota Railroad and Warehouse Commission, during the course of his address said:

The Minnesota Railroad and Warehouse commission has been engaged in seeking a solution of the complex question of proper car distribution. It is not only necessary to have on hand during the crop season an ample supply of cars for conveying grain from the primary market to the interior terminals, and the latter to the seaboard, but also to arrange for a fair distribution of cars and immediate release upon arrival at destination, in order to prevent congestion.

Our files show that in the year of 1914 our commission received 294 letters demanding cars, during the heavy crop movement, lasting about three months. In 1916 there were 116 formal requests for aid in obtaining cars, but in 1917 we had 391 appeals. We did not only have calls from the state of Minnesota, but we also had requests from North Dakota.

At the Farmers' Elevator Convention in Minneapolis a few months ago their attorney criticized our commission because we did not want to adopt the rules passed in Chicago a few weeks before. It was our belief that the laws of the State of Minnesota would work to better advantage than the rules adopted in Chicago.

**Pooling Cars:** It has been very difficult to obtain cars during the last few years. The policy of the Government Administration in "pooling" the entire freight equipment of the country for the handling of fuel munitions, cotton, grain and other supplies has not been entirely satisfactory, at least it did not bring the grain trade relief. I was present in Chicago a few years ago at a conference between representatives of several western states and Federal Railway authorities, relative to car distribution. We thought it a good plan to pool the different states. The matter was taken before the Interstate Commerce Commission, where some legal sharp maintained that it would constitute pooling and be in violation of the Sherman Anti-Trust Law. The plan was thrown out. The Railroad Administration ignored this law and actually did pool the railroad equipment of the United States for the general public good. I am in favor of the freight cars of the country being handled as a unit, regardless of individual owners, whether the lines are turned back to private owners or not. This would bring about concentration of freight cars where and when needed to move unusually heavy production in localities.

I have seen hundreds of cars standing loaded with grain for weeks and even months at a time, in the yards of the New York Central, Lehigh Valley and other eastern roads, before they were released. I attended an investigation three years ago because of complaints that came to our commission and also to members of the Board of Grain Appeals, claiming that grain that was shipped east was spoiled because there was too much moisture in it. One cargo went down from Duluth to Buffalo and I followed it to New York. When I arrived I went into the inspection room where I learned from the inspector, a man I'd known for some time, that he had not received any grain from the Northwest with too much moisture in it. He told me the grain coming from the Northwest was all right, but the Southwest arrivals were sometimes in poor condition.

## More Elevators Needed.

The Chief Inspector told me that the cars often stood on the track for a month, because there were no facilities available to unload it. I'm talking of wheat now. That's where the moisture complaints originate—on the track.

I am convinced that if we had the facilities it would relieve the car shortage. I do not believe that the United States really ever experienced a car shortage, but that the trouble we have had has been due to improper distribution and lack of elevator facilities at the seaports, preventing the speedy release of cars for service.

The facilities of the eight seaports on the Atlantic actually only amount to 10,000,000 bus. while they claim on paper to have 21,000,000. Compare that with 50,000,000 bus. capacity in Minneapolis and 32,000,000 bus. in Duluth. You see it is more a lack of facilities than anything else.

In an interview with Director General Hines some time ago, Mr. Hines told me that seventy-five barges with a capacity of one thousand tons each, and sixty-five canal boats of fair size, would be built in time to aid in the moving the 1919 grain crop of the country. This will be known as the floating equipment and will be considerable help.

Bills will be introduced in Congress directing the eastern railroads having ports terminals and which are engaged in carrying grain to provide adequate facilities for handling grain at the Atlantic seaboard in the same manner as they now provide facilities for handling other commodities. This matter is being handled in the Senate by Senator Knute Nelson and in the House by Congressman Sidney An-



Milwaukee Chamber of Commerce Boosters Who Kept Their Market in the Foreground at the Convention.



derson of the first Minnesota District. We shud all heartily support them.

#### FIRE INSURANCE.

"Should the Association Have an Insurance Company?" was discussed at length by B. P. St. John, Worthington, Minn. Among other things he said: You grain men are entitled to the lowest rate of insurance that can be obtained. The greatest risk is the moral hazard. We think the grain men as a class shud carry their own insurance. The stock companies cost 50 per cent to operate and 20 per cent is for heavy salaries, commissions, rents and profits to stockholders, the balance is to pay for losses.

Shud the Tri-State Ass'n have a mutual company? The Western Grain Dealers Ass'n has one. You should have a good selection of risks and if it is the desire of the association to organize an insurance company we wud not oppose you, but shud like to have you take out your policies with us.

Mr. McFarlin: Do you insure farmers elevators?

Mr. St. John: We insure those recommended by our directors.

Mr. McFarlin: I understand that the Iowa company has quite an amount of Farmers' Elevators.

Mr. St. John: I think we have about twenty per cent.

#### Our Experience Collecting Freight Claims

was the title of a paper read by R. E. Jones, Wabasha, Minn. From it we take the following:

##### Freight Claims.

One of the worst complaints among grain men is the aggravating delay in the investigation and settlement of claims. J. H. Howard, Manager of Claims, and Property Protection Section, states that "there should be few unsettled claims of a greater age than four months," and that "Freight claim agents will immediately take inventory of all such (unpaid) claims with a view to giving them special attention, and take like action on the first of each month thereafter."

I am extremely sorry to be compelled to say that these directions are studiously observed more in the breach than in the observance. Claims get pigeon holed and pegged and then are extremely difficult to get resurrected.

With one railway we now have practically all of our 1918 "loss and damage" grain claims unsettled. No reply to us was given to these at all, until a call was made at the main office in Chicago in May. Later we received letter that a representative would soon call at Wabasha to adjust all these claims. He hasn't called yet.

We have another bunch of "loss and damage" grain claims beginning in October, 1917, with all of 1918, and up to April, 1919, amounting to about \$2,000. No reply whatever to these until May, 1919, when the claim department sent us a representative and made a satisfactory settlement, which figured about 85% of the original amount (we had a number of "measurement" claims) but without interest. This settlement was made in May—no payments, however, received as yet. These claims began in 1917 and the bunch consists of all the claims of this class we made in this period. And yet Mr. Howard states that "there should be few unsettled claims of a greater age than four months."

We have one "loss and damage" cabbage claim dated Mar. 28, 1918, amount \$245.80, which lay dead until a call was made at the freight claim department in Chicago the first part of last May. It was then settled in full, but without interest, payment, however, not yet received.

Another cabbage claim, Dec. 9, 1918, \$272.34, lay dormant until about six weeks ago, when an offer of settlement was made at \$196.69, which we accepted. Payment not arrived.

Question may be asked if attention has not been asked by mail to these inattentions. We can reply with one instance: On May 29th we wrote for attention to above mentioned claim, \$245.80, of March, 1918, no reply. On June 2 we wrote again, no reply. On June 9th we wrote again, no reply. On June 16th we wrote again, a mild letter, no reply. Really one can keep in good temper a long time with the claim department, for when a personal call is made, and altho every desk is found extremely busy, yet every courtesy is extended and immediate attention is given to matters in hand, and one is piloted through with despatch, with frequent satisfactory accomplishments. But personal trips to Chicago are expensive in money and time. They should not be necessary. The claim department is one activity of the railway which can profit by improvement.

It is assumed of course that these experiences are largely the experiences of grain shippers generally, or at least to an extent that warrants the recital of this list of complaints.

Measurement bulk grain claims cannot safely be adjusted until a cut-off is obtained, during the season or at the close of the season. While it is true that a single separate cubic foot of grain that tests even weight with bushel weight will weigh practically four-fifths of a bushel of that grain, yet this rule will not correctly apply to a car load of grain, because of what is called "density." Grain packs more in a car load than in a bushel measure. So that the tonnage is greater per cubic foot in a car load of grain than same grain in a standard bushel measure. The rule of "one-fifth off" will not correctly apply because of this fact of "density."

A little book entitled "Miller's Scales" gives tables for weights of car load measurements of the different grains and of the varied tests wherein this item of "density" is fairly correctly covered. Extreme care should be taken, however, in obtaining measurements so that they are practically absolutely correct.

Many claims without merit, are presented and pressed for settlement. The shipper sometimes has a flaw in his honesty. This naturally has lead the Department to approach claims that are at all complex with an attitude of suspicion and unfairness, irrespective of apparent merit. Bad record cars with "Measurement Claims" particularly are discriminated against. No disposition to settle at better than 10% to 25% of claim irrespective of how well the claim may be verified by the "cut-off."

Railway Reports Inconclusive.—Claims having Chamber of Commerce bad record reports have been turned down because no bad record could be found on railway report. Because one did not notice a leak which another did is not good ground to turn down a claim. One day a string of cars came down our side track on a "Y."—a block and a half away a car was noticed leaking grain in a small continuous stream. The car was spotted at our elevator—it was found not leaking, nor had it apparently leaked for several car lengths away from the elevator. Our foreman applied the hammer—found the leak, and the barley ran again but stopped when the hammer stopped. Cars will leak when moving and stop leaking when at rest.

Leaky doors of any character are now considered by some railways as "faulty cooping", and the claim "respectfully declined." Whereas, for years, where lumber is furnished, the lumber is largely culls with more or less rot, and hard woods that warp easily, and the shipper is about in the same predicament in making side doors as the ancient Israelite when he was compelled to make bricks without straw.

Now as to grain spilling over the side doors, which the present Administration rules as "faulty cooping": If you will take a small car shaped box and partially fill it with grain and strike it hard on the bottom at the end you will find the grain is thrown and heaped up and over the edge at the middle. Strike it again and the grain levels down. Strike it again—up it heaps and over the edge at the middle. Try this with a cigar box.

This illustrates what a car of grain will do when improperly handled by violent bumps. The grain on the surface is thrown together like two clashing waves and over the top it goes, unless the side doors are built to the roof. If there were a hole in the roof, the grain with some of these bumps or collisions would be thrown thru the roof. It is quite difficult for the shipper to cooper his car to meet or stand up under other than the proper handling of that car.

The federal control of the railways appears in too many instances (of which the ones mentioned are only types) to lose sight of the other fellow—lose consideration of the shipper. The rule too often violates the common law merits of the case. The carrier is Judge and Jury in its own controversy.

A probable correction to this whole matter lies in the Cummins Bill—S-5284, which will be before the next session of Congress, and which seeks to restore to the Interstate Commerce and to the courts, power over all the activities of the railroads.

Personally, the Freight Claim Agent is a keen, intelligent, courteous gentleman. The freight claim department, however, in the game of efficiency and service to all concerned among the many other activities of the country may make 1st, 2nd or 3rd base frequently; but its record on the score is not, nor ever has been, conspicuously high.

Mr. McFarlin: Mr. Jones, has it been definitely settled what deduction shall be made on coarse grains?

Mr. Jones: Yes, one-eighth of one per cent.

Pres. Anderson: I have been requested to ask Mr. Jacobsen if he can explain why we have to pay more for inspection here than at any other point in the United States.

Mr. Jacobsen: Increase in expense and increase in the pay roll because of Federal Su-

pervision requiring more inspectors. It will probably be lowered again from \$1 to 50c because we now have a surplus in the state treasury.

Mr. Chas. Quinn, Sec'y Grain Dealers Nat'l Ass'n, gave a short talk on the work and activities of the Ass'n. He told of some of the accomplishments of Henry L. Goemann, chairman of the Com'te on Transportation, G. D. N. A.

The following resolutions were adopted by the Ass'n:

#### Resolutions.

Whereas, Congress has recognized the sound national economic policy of giving preference to flour over wheat in export trade, and in the Wheat Guaranty Law of March 4, 1919, has specifically directed that the policy shall be adopted, except when, in the opinion of the president, the public interest would be injuriously affected thereby; and

Whereas, The advantages to this country by the milling of additional wheat for export are apparent, as such a policy would not only increase the activity of American flour mills, but would increase the amount of mill feed produced, resulting in lower prices of dairy products; and

Whereas, The storage facilities and flour handling equipment at ports of export are obsolete and inadequate for the conduct of modern business; therefore, be it

Resolved, That this convention of Tri-State Country Grain Shippers' Association give its unqualified endorsement to the policy of exportation of flour rather than wheat and urgently request government officials in control of the matter to do everything in their power to further the exportation of flour, and that immediate steps be taken to improve the flour storage facilities at seaboard and equip same with modern flour handling and loading devices; and be it further

Resolved, That copies of this preamble and resolution be sent at once to the wheat director, director general of railroads, chairman of the shipping board, members of the cabinet, and to senators and members of the house of representatives from Minnesota, North Dakota and South Dakota, as reflecting the views on this important matter, of the country grain shippers of the states named, as represented in the Tri-State Country Grain Shippers' Association.

#### Return of Railroads.

This association favors the return of the railroads to their owners as soon as adequate legislation properly safeguarding and protecting the rights of the people during the period of reconstruction and for the future can be enacted by congress.

We further favor the restoration to the state regulatory bodies of all authority, powers and functions enjoyed by them under state and federal laws prior to the period of government control, except insofar as this may be inconsistent with the general plan of reorganization which may be adopted. We further favor the enactment of legislation to specifically define the powers, authority and functions of the commerce commission and the state regulatory bodies.

#### County Agents as Middlemen.

Whereas, It has come to the attention of the members of the Tri-State Grain Shippers' Ass'n that there seems to be a disposition on the part of the Department of Agriculture to assume an attitude which is apparently being carried down through its different departments, in regular order, even down to the county agent of different counties of our states, whereby these county agents have deemed it a part of their duties to assume the function of middlemen and tradesmen, much to the detriment of such members of these communities as are engaged in different lines of trade distribution and commerce.

We, as an organization, wish to protest against this tendency to use the county agent as a destroyer of organized and legitimate business.

We grain dealers hold that we all pay taxes and lend encouragement to all the county agents' proper activities toward all matters that tend to stimulate the production and the welfare and harmony in these rural communities. The county agent is a public servant and no government should tax the whole community to carry on activities that are to the detriment of grain men, livestock dealers, or any other particular class of legitimate, necessary and recognized trade or business of such community.

The war has demonstrated the fallacy of state or government ownership or control of business. It is only necessary to point to the present railroad deficit under Government management of \$1,200,000,000, brought about inside of two years. Even in the face of an advance of 2 to 75 per cent in freight rates. And the rail



nds of the United States today, in practically wrecked condition, as to equipment, condition of trackage and disorganized labor. Not much can be said as to the telephone control. These items alone should convince any people at the United States is not yet ready for state proprietorship and state socialism.

The war has demonstrated that the country business man has been and is a vital factor in the real test comes, producing and conveying to his government the support of his community en bloc in time of great stress. The members of this Tri-State Grain Shippers' Ass'n point with pride to their record in war activities. Their sons were in at the death.

We as an organization and as individuals, are and have been warm supporters of the country's best idea, with its functions properly applied to the betterment of agriculture, as it should be, and not as a community disturber or destroyer of legitimate business.

We invite support of other trade organizations, both national and state, to assist in impressing the authorities at Washington the purport of these resolutions, and we instruct our secretary to convey copies of this protest to similar trade associations for such further action as their judgment may find proper.

## Election of Officers.

The election of officers and directors resulted as follows:

President, A. E. Anderson, Cottonwood, Minn.; first vice president, W. M. Jones, Grand Forks, North Dakota; second vice president, Otto M. Nelson, Hills, Minn.; third vice president, E. Blankenberg, Henry, North Dakota; treasurer, H. R. Wallin, Marshall, Minn.; secretary, J. H. Adams, Minneapolis.

Board of Directors, three years, B. P. St. John, Worthington, Minn.; R. E. Jones, Wabasha, Minn.; A. H. Betts, Mitchell, S. D.; A. Richart, Sisseton, S. D.; two years, Nils Tackbind, Drayton, N. D.; A. E. Anderson, Wabasha, Minn.; T. F. Dahl, Minneota, Minn.; J. F. Connor, Nortonville, N. D.; one year, August Evert, Kennedy, Minn.; B. D. Ascome, Clark, S. D.; Fred Zieske, Greenwald, Minn.; Sam Folkson, Milton, N. D.

## The Banquet.

On the evening of June 27 a banquet was served at Donaldson's Tea Room. All visitors were the guests of the Minneapolis Grain Commission Merchants' Ass'n. The program committee arranged a brief program for the dinner speakers.

As soon as the last course had been served the Milwaukee boosters, who filled a long table at one end of the hall, stood and rendered their "National Air" singing "ON Milwaukee."

Mr. H. D. Gee, President of the Minneapolis Grain Commission Merchants Ass'n, spoke of the value of cooperative effort and invited the Tri-State Ass'n to make Minneapolis its regular meeting place.

Mr. Anderson, the re-elected President of the Tri-State Ass'n, spoke on the future of the Ass'n.

Future Trading was the subject of an address by John G. McHugh, Secretary of the Minneapolis Chamber of Commerce.

FUTURE TRADING contributes more to the safety and security of the grain business and more to lessen the cost of distribution than any other factor of the business. Abuses have come in when incompetent individuals have used the trading privileges and suffered losses. It is only human nature that leads them to condemn the organization after they have lost considerable money through their own experience, principally. But to the experienced and informed grain man the future is not for speculative purposes is quite as honorable as any branch of the business. He is concerned in distribution of crops.

Legislation to do away with speculation has been placed before the law making bodies of the country time and time again, but these proposed laws themselves violate the first natural laws of supply and demand. No law can do away with speculation. Speculation cannot be destroyed nor can the speculative hazard be

destroyed. In this way the future markets are similar to Insurance companies. Some one must assume this hazard and the future markets are the underwriters.

The first thing to remember about the future markets is that they are great underwriting agencies affording the producers and handlers of grain protection, safety and security and making possible the narrow margin worked on.

The second thing to remember about the future markets is that the futures support the price in the fall to within 3c a bushel of the spring price.

Many ask why the amount of grain traded in for future delivery is so much greater than the amount of actual grain received at a certain market. This is easily explained by a glance at the map. By looking over the vast area tributary to the Minneapolis market, you will see that the Minneapolis gives protection to all the producers of that territory who place hedging orders, although the producer may never ship his grain to Minneapolis, but sell it to a local mill or a different market.

Another thing to remember about future trading is that it narrows the spread between producer and consumer. And the producer receives a much larger percent of price.

L. D. Godfrey held the listeners' close attention when he delivered a talk on "Returned Soldiers," reviewing in a very interesting way some of the achievements of the "Yanks" on the battlefield.

## Exhibits.

Edmund S. Wood and J. C. Kerr operated a Fossston Cleaner.

C. C. Dale represented the Electrical Machinery Sales Co.

H. Channon Co., Chicago, had an auto tire display with M. E. Raymond in charge.

Minneapolis Seed Co. showed variety of seeds; L. L. McCulloch in charge.

Russ Coal Company; Reeves Coal Co.; Northwestern Feed Co.; Toledo Scale Co.

American Agricultural Chemical Co. showed graphic pictures of results obtained in using fertilizer in raising grain. C. J. Chapman explained the display.

Huntley Mfg. Co.'s "Monitor" Grain Cleaner was shown by A. F. Shuler and W. H. Barnes.

E. A. Gray represented Minneapolis Paper Co. with a display of car lining paper.

T. E. Ibberson covered the walls of his booth with photos of Grain and Coal elevators he had built.

K. Dougan demonstrated a Columbian Feed Governor, and a Columbian Wheat Heater.

Miller-Davis, office outfitters, specialized on the "Safe Cabinet."

Trapp-Gohn-Donovan Co. had their complete truck dumping system set up and operating.

R. R. Howell & Co., represented by J. H. Howell and L. B. Feldman, had a display including Roller Feed Mill, boots, belting, etc.

A "Globe Cleaner" was set up and running. It was motor driven, ball bearing, dustless type with silent chain drive. John Gossett explained the machine.

A model of the Automatic Truck was displayed by Auto Truck Dump Co. of Omaha.

The Cuthbert Co. displayed an extensive line of supplies, including Flexible loading spout, dockage tester, etc.

Mohawk Rubber Belting, Kewanee Flexible loading spouts and Klinger Auto Scale were shown by General Service and Supply Company. H. E. Malthouse, in charge.

Russell-Miller Milling Co. had the most artistic exhibit in the hall, reproducing a spotless white kitchen with bakery goods of "Occidental Flour" make on the table.

Fairbanks Morse Co. had an automatic scale set up and model of Auto Trunk Dump.—E. C. Berry and E. S. Bradt in charge of booth.

Cargill Commission Company located in a booth and served the convention with ticker quotations and news. Representatives were: H. Bates, Geo. Sawyer and H. M. Webster.

Albert Dickinson Co. had an elaborate display of seeds, attractively arranged in a well decorated booth. G. S. Stewart and M. H. Swanman in charge.

A very interesting booth showing Kennedy Wheat Heater, Morris Grain Drier, Strong-Scott man lift and feed mill was conducted by J. D. Hunt of Strong-Scott Mfg. Co.

The International Sugar Feed Co. had an interesting and educational display of feed properties and ingredients. Eighteen glass jars showed the constituents and a dozen bags showed the finished product. Frank T. Hamilton was in charge.

To demonstrate the light running of their ball-bearings, the S. K. F. Industries of New York City ran a 30-inch diameter cast iron pulley from a smaller wheel with a single silk sewing thread used in place of rope or belting. O. Stangland gave the demonstration.

Thos. J. Kernan represented the Richardson Grain Separator Co., displaying a simple Grain Cleaner, and wheat and oats separator. Special interest was aroused by the Willford Improved Dry Measure machine for handling flour, bran, salt and other finely pulverized products. It consists of endless belts with a channel cross section, the feed hopper is equipped with gates which control the depth of flow over these belts. Any desired number of bushels per hour can be accurately delivered.

The machinery booth that aroused the greatest interest was a wild pea extractor invented by C. J. Ulrich and manufactured by Lake Crystal Mfg. Co. It was the first one of its kind completed and is composed of 16 revolving discs with 32 streams of wheat being fed, two to each disc. The steel plates slant toward the outer edge causing the wild peas to roll off and drop to a collector below. The wheat is carried half the circumference of the disc where it is gathered and drops to a bin below. The capacity is one car per day with the 16 disc arrangement. Any number of discs can be used, however, increasing or decreasing capacity.

Other booths were occupied by W. S. Nott Company; Wells Sales Company; J. L. Owens, showing Dual Marquis Cleaner; L. Buege; Stotts' Briquets under S. B. McIntyre; Northrup, King & Co., seedmen, with A. K. Bush and A. S. Blout in charge; Republic Coal Co.; North States Motors Co. showed an Auburn "Beauty-Six"; Guarantee Typewriter Co., H. Webb.

## Convention Notes.

Frank Lamansky came from Grand View, Ia. P. Christensen journeyed from Pender, Nebr.

Link Belt Co. was represented by A. F. Leopold.

F. G. Pfeiffer of Durand represented Wisconsin shippers.

South Dakota sent A. H. Betts, Mitchell; and H. Hinderaken, Astoria.

L. B. Armstrong of Chicago represented Gutta Percha & Rubber Mfg. Co.

W. A. Connick represented the Crescent Milling Company of Fairfax, Minn.

John J. Shepard came from Fargo, N. D., representing the Midget Marvel Mill.

From North Dakota came J. F. Connor, Nortonville; J. H. Gullickson, Honeyford; Nils R. Tackbind, Drayton.

The Cargill Commission Co. had its Milwaukee, Duluth and Minneapolis office represented by J. J. Murphy, H. M. Webster, W. S. Treadway and Geo. Sawyer.

[Continued on page 91.]



## Reminiscences of a Chicago Elevator Superintendent.

By M. E. BARNEY.

A short time ago an old elevator operator and I had a talkfest, which, could I repeat the same way in which we swapped our stories, would make interesting reading to those who have been in and part of the grain trade of Chicago, from the time the old Hiram Munger house stood on the point of land just north of Lake Street bridge, and from which William Smillie barely escaped when it burned in the great Chicago fire. No one forgets the kindly face of Bill Smillie which graced the exchange for so many years.

Those were the days when Chicago had no peer as a grain center, the days of Munger, Wheeler & Co., operating the Iowa, City, Union, St. Paul, Fulton, Galena, Air Line, and Northwestern Elevators; of Buckingham's elevator; of the Central A and B; of Dole & Co.; and of other concerns dotting the river banks into the South Branch. These were regular houses, doing a straight storage business and disbursing large dividends to stockholders (mostly family affairs).

**A SCALPING HOUSE:** Along in the early eighties George Seaverns started a scalping house at Clark and Fourteenth Streets, which was practically the beginning of this line of grain business in Chicago. The old school elevator man does not forget the disdain with which the elevator men looked upon this rickety contraption for cleaning and mixing grain, little dreaming that in a short time, every elevator concern in Chicago would emulate Seaverns' example, and start scalping.

Scalping was a rather crude thing in those days. Rival elevator concerns loaded canal boats with scalped grain and consigned it to a competitor, who invariably called for re-inspection. If this was sustained, the boat was sent back whence it came. Otherwise, the boat was taken in, loaded out the next day, and sent back,—“passing the buck,” as it were.

**TWENTY-FOUR HOUSES:** It is interesting to recall to mind the enormous business done by those old line houses, extending from the river mouth up thru the South Branch: Illinois Central A and B, Galena, Air Line, Northwestern, St. Paul, Fulton, Rock Island, A. & B., City, Iowa, C. B. & Q., A. and B., Union, Indiana, Wabash, Alton, Nebraska City, Sante Fe, Mabbatt, Columbia, Keith, National, Dolly Varden—24 in all, of which 17 have disappeared.

Even with the new mammoth plants, Chicago does not, as a grain handling center, measure up to the old days, when the Illinois and Michigan Canal contained water enough to float canal boats, which were so numerous at times as to block the river, causing dismay to the large fleet of steamers and sailing ships, which blessed this port, and made the daily existence of Jack McCarthy and other harbor masters more or less of a nightmare. Especially did confusion occur when the water was low and grain carriers stuck on the tunnels.

It does one good to recall the firms that made all this business possible: Foss, Strong & Co., Weare Commission Co., and others. And no one can forget the old boys, most of whom are no longer here: Billie Green, Hod Green, William Saunders, Jim McNery, Capt. Courtright, Harry Gubbins, Bob Kettles. There are Superintendents to be remembered also: Jimmie Carter, Mike Hanley, Bert Parker, Jim Lenox, Ben Brisse, Jerry Deasy, Pat Campbell, Johnny McKay, and others, many of whom have passed on. But in the history of Chicago's grain trade, they were the superintendents who built up the business, using their own initiative. They were masters of their plants and carried the entire responsibility for their successful operation. They bot all the supplies, supervised repairs and construction, handled the grain according to their

own ideas, and made money for their firms, as is attested by the fact that all of the members of the old firms retired, wealthy.

**THE EMPLOYEE,** in those days, while possibly more contented than the employee of today, was not in a bodily way looked after as he is today, thanks to the state factory laws which compel the employer to look after his comfort. The laborer was paid 17½ to 20 cents an hour, with straight time for overtime work. Monthly men worked from 7 a. m. until 10 or 12 at night, and received no extra pay, any extra being paid by boat agent when the ship was loading. There were no wash rooms, toilet rooms, nor any conveniences provided. Foremen were paid \$100 a month.

Labor, both skilled and unskilled, was practically all Irish, men who could speak English, sound of mind and body, men who stuck to work under any conditions and made good. Such was the stock from which superintendents were recruited. A few of the present-day superintendents were of that character, men who molded themselves into the modern methods made necessary by the advent of cleaning machinery, bleachers, and driers.

As the years passed, and the cost of living advanced, the elevator employes realized the necessity of combining for mutual benefit. It was customary to work the men until they were more or less “burned out.” I have known superintendents to run their plants over time, night after night, and when the men protested, they were told that the volume of work demanded over-time hours. Then came the Union, and with it time and a half for over time, and double for Sundays. It was surprising to see how quickly all the firms concluded that enough work could be accomplished in ten hours. Gradually, the pay was increased and hours reduced until at the present time, under the able direction of their pres., W. E. Fuller, the elevator employes have, without strife, bettered their condition.

It is to be regretted that there are so few elevators in Chicago, and that those we have are controlled by a few firms. This tends to restrict greatly openings for advancement in the different plants, and necessarily checks ambition.

**THE MODUS OPERANDI** of conducting elevators now-a-days differs radically from that of the past. The superintendent now works strictly under instructions from the main office; he has no voice in the purchase of material which he must use; he hires and discharges according to orders; he works overtime Sundays and holidays per instructions; and so on—to such an extent that he is robbed of all initiative that the old school men possessed. He becomes an automaton. He orders thru a purchasing department, has a superintendent of construction over his millwrighting, is told what to do with the grain bot by the trader on “Change. Of course it is true that it is “up to him” to see that the different grades are properly mixed and accepted by inspection officials, and the good superintendent will usually be commended when the balance sheet is shown after the boat is loaded.

**THE CARELESS SYSTEM** of unloading cars, the receiver's agent and track inspection have all passed into history. Today, under the rigid rules of the weighing department, Chicago weights are accepted everywhere. Efficiency is the keynote, and he who ships grain to the market gets every bushel at the unloading point. Thirty years ago, days of the 28 ft. box, 400 or 500 bushel capacity, 150 to 200 cars were unloaded daily in the larger houses. To accomplish this amount of labor, little or no care was exercised in sweeping out cars, or cleaning the rails, the result being that every car which pulled out contained more or less grain, and the tracks (three feet down from the floor) became so congested with grain that a crew was left to clean up after closing time, in order that cars might

be run into the elevator the following day. This was “velvet,” as was also the dockage from every car, and the weighman was not over particular about a hair balance.

Grain going out was properly taken care of by the department, but many boats were loaded and tallied by deck hands who couldn't add a column of figures and were a nuisance to the weighman. At that, shortages were few, which speaks well for the honesty of the employee.

**TERMINAL ELEVATOR NO PLACE FOR BOY:** I am reminded of the advisability of a boy just out of grammar school, to say nothing of the one who has a higher education, entering a grain elevator. It is my opinion that the boy who aspires to rise and be a master of some calling that has possibilities for expansion, or to enter some business with room for advancement, should never go into an elevator. The best he can hope for, after years of service, is the position of weighman or foreman at \$125 or \$150 per month. Possibly he may be a superintendent at a slight increase in salary over these figures. He has mastered a line of business which requires enormous capital, and which he can never hope to enter. He is in a rut of wheat, corn, and oats, all out of line with the world around him, and in a position half as good as that of the man who knows how to sell neckties. A very few have been rescued from the dust and sulphur fumes, and given better positions; but the number as compared to the whole is as nothing.

I know of only four or five men who retired from elevator work with sufficient funds to carry them forward, and the money was not savings from salaries, but had been made in other ways. As a line of work for the laboring man, it possibly lines up with other callings as far as pay is concerned. The longer a man remains in the business, the longer he must stick, for he has shut all other doors of endeavor behind him. There is an old saying among elevator men: “Once in, always in,” and I guess it is true.

A **FEDERAL QUARANTINE** is to be placed on about 2,500 acres of wheat in Madison county, Illinois, because of the Australian wheat disease, “take-all,” which has never before appeared in this country. The disease appeared in the spring, and Dr. A. G. Johnson was sent from Washington to make pathological tests. The laboratory at Shaw's Garden in St. Louis was secured, and Dr. Johnson, assisted by Dr. C. E. Leighty, has made a study of conditions. The quarantine will be declared on all farms found to have been infected. The grain will be harvested and threshed by machinery which will not handle other grain. Whatever is produced will be paid for by the government. The fields will then be used for corn, hay, or other crops, so that the grain infection will die out. It is claimed that the diseased wheat will make a good grade of flour, but the by-products will not be used for any purpose.

## New Blanket Forms of B/L Must Be Used.

The using up of old stocks of Bs/L, permission for which the National Industrial Traffic League has been making a determined effort, will not be allowed. F. T. Bentley, Chairman of the Bs/L Com'te of the Traffic League has been in Washington endeavoring to secure this concession, as there are thousands of the old forms on hand, but was denied the privilege by both the Commission and the Railroad Administration.

Mr. Bentley urged the use of the old forms with appropriate endorsement, but even this will not be permitted, so there remains nothing but to throw away all the forms now on hand.

It is intimated that the Commission may issue an order within a short time, indicating modifications and recommendations as to the size and color of Bs/L.



## Knowledge of Trade Custom Not Imputable to Farmer.

The rules of the Omaha Grain Exchange have recently been in question in decisions of the courts, in one case, that of Cavers Elevator Co. v. Droge Elevator Co., the Supreme Court of Iowa holding the parties bound by the rules, as reported in the Journal, May 25, page 909, while in the more recent case of the Vincent Grain Co. v. John E. English, the Supreme Court of Nebraska on May 10, held that English, not being a grain dealer, could not be held to the rules of the Omaha Grain Exchange when it was not shown that he had knowledge of such rules.

On July 11, 1916, English, a farmer residing near Cheney, Neb., contracted to deliver on track at Cheney two 80,000 capacity cars of No. 2 hard wheat at 95½ cents per bushel, within 30 days. On Aug. 5 he ordered two cars of the station agent but the cars did not arrive until Aug. 17. On Aug. 21 the Vincent Grain Co. wrote that it was granting him an extension of time. Next day, having learned from the railroad company that the farmer had canceled his order for cars the grain company wrote him that if the grain was not shipped once it would consider the contract canceled and would buy it on the market. The wheat was bought in, at \$1,415.69 more than the contract price, and suit was brought to recover. The jury gave judgment for only \$718.53, and the plaintiff Vincent Grain Co. appealed to the Supreme Court, which held that there was no proof that English "had ever dealt with the Omaha Grain Exchange, or was

familiar with its rules, or had ever had more than one or two isolated transactions of this nature. Apparently he was dealing with plaintiff without reference to the operation of the Grain Exchange. He could not therefore be bound by its rules, or by a custom among grain brokers not known to him or brought to his attention. *Blakemore, Mayo & Co. v. Heyman* (C. C.) 6 Fed. 581. The evidence also fails to support the contention of defendant that plaintiff agreed to furnish cars.

"The amount of the verdict indicates that the jury considered that defendant breached the contract by failure to deliver on or before Aug. 11, as the contract required, and that plaintiff was entitled to recover the difference between the market price at Cheney on Aug. 11, and the contract price. We find no prejudicial error in the record. There is a disparity of a few dollars in the amount rendered in the verdict and this amount, but not enough to justify the court in setting aside the judgment.

"The judgment of the district court is therefore affirmed."—172 N. W. Rep. 686.

WHEN Wheat Director Barnes says that his new licensing system is a move "to stabilize prices" he may, of course, be speaking in entire good faith and with no purpose save to benefit the public. He may, however, be intending to stabilize upward rather than downward, and if this be so, then he should so judge whether this particular form of bomb-proof maintenance of the high cost of living is what they want.—Boston Transcript.

## Grain Men Meet at Fargo, N. D.

An investigation into the legal status of some of the provisions of the grain grading act passed by the legislature, margins, cooperage, dockage, crop and threshing liens, mortgages and other subjects dealing with the work of the state legislature were the subjects of animated discussions at the second annual convention of grain men at Fargo, N. D., June 19 and 20.

The sessions, which were held in the Sons of Norway Hall, were attended by more than 100 dealers. A committee was appointed to investigate the grain grading act. After consulting with Dr. E. F. Ladd, head of the state inspection department who promised that if there were any evils in the act, they could be remedied, it was decided not to take any legal steps just now to test the constitutionality of the measure as had at first been contemplated.

Dr. Ladd was also interviewed by the committee on dockage, which afterwards reported to the association that three per cent dockage would be permitted without payment being made to the farmers except when the dockage was flax, in which event allowance must be made. It calculated the cost of separating three per cent dockage makes allowance to the farmers prohibitive.

The matter of margins and grading will be taken up with Julius H. Barnes by W. W. Miracle of Jud. sec'y, who will seek information as to the differences between yellow card issued by the North Dakota Inspection department and the bulletin recently issued by the grain corporation. This will be done as early as possible because of reparations being made by elevator men for the handling of the 1919 crop.

Cooperage, the bone of contention between shippers and the railroads since the first carload of grain was shipped, brot on an animated discussion, and a committee was named to confer with the heads of the various railroads to learn the attitude of the latter in regard to putting cars into shape this year. Members of this committee are: Ralph F. Gunkelman, Fargo, who will meet the Milwaukee and Northern Pacific heads: John Mennes, Kintyre, to confer with the Soo, and A. A. Robinson, Minot, with the Great Northern.

Dr. Ladd of the Agricultural College was the speaker the second evening of the convention, having for his subject, "The Unsolved Problem." Among other things, he said: "The elevator manager, or other buyer of grain, is entitled to a fair compensation for storing or loading grain, but he is not, in addition, entitled to the screenings or dockage as a donation, at times having the freight prepaid on them."

## New House at Norwich, Kan.

An electrically operated elevator has just been completed at Norwich, Kan., for the Farmers' Co-operative Co., by the White Star Company. The plant is of studded construction, boxed with shiplap and covered with 1½" No. 28 corrugated galvanized iron. The roofing is also of fireproof construction, making the entire plant practically free from outside fire danger.

The building is 34x32x36 high. Besides the four main bins, a bin is located over the work room and one under the work room, three over the driveway, one over the grinder, one under the grinder and two under the dump sink. The pit is eighteen feet deep.

The equipment in this house includes one ten h. p. and one 7½ h. p. G. E. motor; an automatic dump with Reliance controller; 2,000 bus. Richardson scale; special elevator leg and special distributor; Eureka Cleaner No. 305; No. 4 Dempster grinder; Buffalo exhaust fan and a ball-bearing man-lift.

Work has recently been completed and everything is in readiness to move this year's crop.



New Elevator of Farmers Co-operative Co., at Norwich, Kan.



# Illinois Dealers Consider Wheat Regulations

A special meeting of the Illinois Grain Dealers Ass'n was held June 30 to consider the handling of the new crop of wheat under the government regulations. More than 200 dealers were present, including managers of farmers elevators and A. N. Steinhart, sec'y of the Illinois Farmers Grain Dealers Ass'n.

Howard Jackson, zone agent at Chicago and Bert Lang, zone agent at St. Louis, had been invited to address the dealers, but on account of eye trouble Mr. Jackson could not attend and authorized Mr. Lang to speak for him.

F. G. Horner, pres. of the Assn, called the meeting to order at 2 p. m. in the Leland Hotel and made a brief statement of what was done at the New York conference June 8, where the Illinois delegation demanded something more definite than a secondhand definition of Mr. Barnes' "reasonable" margin.

Mr. Barnes' view then was that competition at country buying points would take care of the margin and the Grain Corporation would not take the initiative, and on complaint each individual case would be decided on its merits. It was the intention not to establish any blanket or flat margin.

Inquiry developed that the St. Louis zone office had mailed out the agreements, but that the Chicago office had not, so Mr. Horner asked Sec'y Culbertson to read the agreement which Mr. Lang handed to him.

Mr. Lang: All wheat handlers will be required to have license, including brokers and scoopers.

Weekly reports only will be required; no financial reports. License number must appear. I regret that these license applications are not yet in your hands, due to failure of President Wilson's cabled proclamation to arrive.

An advance of about 1½¢ per bu. per month is promised, in 10-day periods of ½¢ each but not during July. If wheat is reduced to the European consumer it will be reduced to the American consumer.

We will have the federal supervisor make an analysis for you if you will send us a half dozen samples when the crop commences to move, the analysis to be retained as a guide so you can show the farmer just what the dockage is.

The market on which you will base is the market that figures the highest, the freight and war tax deducted. No restriction where to ship. You can sell on sample.

What is a reasonable handling margin we are not in a position to define or interpret, because it costs the small dealer more to handle. Some must have 10¢ in Arkansas and Kentucky, while in the Northwest they are willing to handle for 5¢. Mr. Barnes has ruled that we can not indicate what that "reasonable" margin shall be. The vice-president on appeal is not final on that. The buyer has an appeal to Mr. Barnes. Nothing must be reflected in the price, and you must charge rental for sacks.

This is an opportune time to educate the farmer on dockage. It is just as fair to deduct the dirt as to deduct the weight of the wagon. Don't try to reflect it in the price.

No ruling has been made as to who should provide the sample container. It is fair to ask the farmer to pay the postage. We have had a great many requests for containers. We would rather not provide them. These cans are round with a small screw top. We can make all tests on a quart sample, altho Mr. Barnes in his circular said three quarts.

It is wise that the dealer give the driver on the wagon a copy of the scale ticket giving

the farmer all the information he would want if he were on the spot.

It is absolutely necessary that dealers who have signed the agreement display the posters at all times. The poster had the unqualified support of the Grain Dealers National Ass'n at New York.

This year there promises to be a great deal of low grade wheat, and you have the opportunity to clean, blend and get a considerable advantage over the initial grade that was put on it. We are not going to hew as closely to the line in fixing the discounts on this low grade wheat.

Not until this morning were we advised how the permit system would operate. Mr. Spens says he will operate under the blanket permit system. Let us say at St. Louis we have 500 cars acceptable per day. That allotment will be apportioned among the different roads by our grain control com'te according to their handling capacity, and each individual road will negotiate with the shippers thru their divisional superintendents. When it comes to feeder lines we feel we will not get the service we should have.

Individual permits will apply to the seaboard and between terminal markets.

E. M. Wayne, Delavan: Is there anything in the law that will compel a dealer in Illinois to handle wet wheat?

Mr. Lang: I put that up to New York; but if you are buying wet wheat from one you would have to buy from another farmer. We must pursue this further before ruling definitely.

G. C. McFadden, Havana: Is there a guarantee below No. 3?

Mr. Lang: No; the price must be a reflection.

Mr. McFadden: The Government will do the business for the grain dealer. I think the country dealer does not want that kind of an agreement. There is no protection to the country dealer when the discount is stated as 3¢, while by the time the dealer gets the wheat to market it is 20¢.

Lee G. Metcalf, Iliopolis: Will wheat be sold on sample?

Mr. Lang: Yes.

Mr. Metcalf: But we can not buy on sample. In other words the Grain Corporation will differentiate between the miller and the country dealer. When the wheat comes over our scales we want to know that the deal is closed. It is an unfair proposition, as we don't know where we are at and the whole thing is a mystery. The farmer gives us very little trouble until the food administrator mixes into it.

Mr. Lang: I am going to construe the regulations from the standpoint of the country dealer. We are going to take into account the hazards of handling wheat.

Mr. McCreery, Mason City: When the farmer hauls in wheat that is nothing but sample what will we do pending receipt of information from the zone agent as to the discount? We will not unload any wheat until we learn at what you price it.

Will you buy wheat at the discount you fix on the sample?

Mr. Lang: We are not entering into any agreement. (Laughter.) We are not going to establish any discount except on basis of what we would buy that wheat that day.

Mr. McCreery: Are we compelled to take in wheat that we do not want?

Mr. Lang: That point I do not want to rule on.

If the farmer accepts your check I should

consider that as concluding the transaction. No complaint will be entertained on that transaction thereafter.

I don't know whether a dealer could be compelled to accept a load of wheat.

Mr. McCreery: We had better know in advance what our reasonable profit is.

Mr. Metcalf: Referring to Sec. 2 of the contract stating "Shall keep a record of all purchases from producers" I would ask has the farmer lost his rights if he does not make complaint when he hauls in his first load, or can he wait until it is all in? Can he later file any complaint after the wheat has been dumped?

Mr. Lang: If he accepts your dockage and discount and check he has no comeback; but if your buying basis is too low, he could initiate a complaint.

Mr. Wayne: I suggest the government control the threshing machines to prevent the threshing of wet wheat. Does the Grain Corporation contemplate buying this wet wheat?

Mr. Lang: Yes, if it can be dried.

It is optional to sign the agreement. The license is not contingent on the signing of the agreement. Three points brot up in this discussion remain to be clarified and I will refer them to New York.

Mr. McCreery: We had better close our doors and stay out of the game.

A. E. Mackenzie, Moweaqua: Will I have to take everyone's wet wheat if I take wet wheat from one man?

Mr. Lang: You are a quasi-public utility and that point remains to be clarified.

Mr. Metcalf: Is war tax permissible in figuring freight?

Mr. Lang: Yes. A com'te of grain men of years of experience will pass on the discounts.

H. I. Baldwin, Decatur: 1½ cents allows only the interest at 7 per cent and nothing for brokerage or handling.

Mr. Metcalf: I move that we resolve Mr. Lang is the fairest food administrator we ever heard. Unanimously adopted, with applause.

*Adjourned.*

After the conference with Mr. Lang Pres Horner called the meeting again to order in the same hall, nearly all remaining in attendance.

H. I. Baldwin asked Mr. Horner, "Does the interpretation of the contract given here coincide with that given at Washington?"

Mr. Horner: The agreement means that the farmer must make complaint on delivery as the contract does not include the 30 days limit. I am not clear; it is ambiguous. Mr. Lang intends to get an exact interpretation of that from New York.

Mr. McCreery: What are we going to do? I have been unable to get anything from Mr. Lang but what indicates the same thing as occurred last year.

Mr. Horner: This year the food administration can not debar a dealer from handling coarse grains. The margin established for one dealer will be no criterion of margin for other dealers in same county or even town.

U. J. Sinclair, Ashland: I believe it would be best for us to take out these licenses and agreements.

Mr. McFadden: Everybody is sick of regulations. I heard the talk of the wheat director at New York and all his talk was protection of the producer.

Mr. Christy: It will pay a dealer to get a set of sieves to determine dockage.

*Adjourned.*

Among those in attendance were:

H. I. Baldwin, Decatur; W. H. Barrett, Owanecko; J. F. Beale, Harristown; J. R. Bel Versailles; E. W. Bockewitz, Harvel; H. A. Canham, Virden; W. E. Culbertson, sec'y, Delavan; F. W. Copeland, Bushnell; E. L. Craw, Plainview; W. H. De Boldt, Jacksonville; A. C. Durdy, Nokomis;



Henry Ernst, Witt; Earl R. Evans, Hammond; Fleker, Carlinville; E. J. Finley, Hudson; O. Fullenwider, Mechanicsburg; Harry Furry, Jacksonville; W. G. Gerbing, Ashland; Henry C. Hebel, Jacksonville; C. E. Graves, Weston; Harvey Green, Naples, Ill.; C. E. Hitch, Tuscola; F. G. Horner, pres., Lawrenceville; J. K. Horton, Garrett; A. E. Mackenzie, Moweaqua; G. C. McFadden, Hannan; Lee G. Metcalf, Illinois; C. E. McCalland, Buffalo Hart; M. S. McClintock, Edinburg; H. A. McCreery, Mason City; E. S. McNough, Jacksonville; H. E. McLane, Barrow; E. Munson, New Berlin; Geo. Peak, Winchester; R. C. Phillip, Lonest; F. Priest, Lanesville; R. H. Reeder, Ficklin; C. Roodhouse, Roodhouse; E. E. Rousey, Winchester; A. P. Schantz, Lexington; Howard Sears, Garden Prairie; Fred B. Six, Alexander; M. J. Sinclair, Ashland; M. M. Spengler, Olivia; Henry Stanbery, Bloomington; P. Weiner, Lexington; A. N. Steinhart, Bloomington; B. M. Taylor, Natrona; M. I. Virden, Ohlman; Emory S. Ward, Winchester; E. M. Wayne, Elavan; John J. Williams, Colfax; W. K. Zeigler, Stonington; Chas. P. Zimmer, Witt. From St. Louis, Mo.: Bert Collins, mgr. St. Louis office of James E. Bennett & Co., and N. McReynolds.

## St. Joseph Meeting of Grain Dealers.

A convention of Kansas, Nebraska, Iowa and Missouri grain dealers was held at St. Joseph, Mo., at the Lotus Club, Lake Contrary, June 25th, for the purpose of discussing matters relative to the handling of the 1919 wheat crop, and other subjects of importance now before the trade.

The floor of the Grain Exchange was thrown open to the visitors, who spent the forenoon meeting the other men of the trade. The afternoon session was called at 2:00 p. m. Secretary Smiley, of the Kansas Grain Dealers' Ass'n, spoke during the afternoon, dwelling chiefly on the problems which confront the country dealer. He urged the use of reliable moisture testing apparatus at the country stations, with a view to avoiding possible disputes due to difference in moisture tests at country shipping points and terminal markets. Mr. Smiley advised a thorough examination of carriers' equipment before loading; and he also enumerated the many benefits gained by cooperation among the grain men. M. U. Norton, sec'y of the Missouri Grain Dealers' Ass'n, one of the speakers, said in substance:

"There is one thing that we must all remember—your profit must be made in your daily buying margin. Much wheat is off-grade and you must be careful to protect your buying margin. You will soon receive contracts from the grain corporation which you will be requested to sign."

E. J. Smiley: The signing of these contracts is not compulsory, but you will receive no storage money unless you do sign them.

"We ought to sign the contracts, because cooperation is the watchword nowadays and we must co-operate with the government and the Grain Corporation. Our profits must be gained on each individual transaction, and we should be careful to grade every load of grain correctly. Refusal to buy grain according to the sample coming in, puts a premium on the careless farmer. The man who is careless in the preparation of his seed or in the cultivation of his land should not receive as much money for his grain as not up to standard as the man who is careful."

An address by D. F. Piazzek, representative of the Food Administration, concluded the program. Mr. Piazzek outlined the world situation, and expected no material reduction in the price of wheat under existing circumstances.

Mr. Piazzek stated that the new plan of operation would be substantially the same as last year. All grain dealers, millers and jobbers, with the exception of bakers consuming less than 50 barrels of flour per month and farm-co-operative ass'ns who buy only from their own membership, will again be licensed. He also stated the basic price at Galveston and New Orleans was made 2c higher in order to move intermountain wheat to the gulf ports,

so that the congestion that prevailed at the Atlantic ports last season would not be duplicated.

The present contract of the Grain Corporation will exist until June 1st, 1920, unless terminated at an earlier date at the volition of the corporation. The proposed advancing scale of prices was also discussed. After Mr. Piazzek's address a general discussion of the handling of the 1919 crop took place, Mr. Piazzek answering the questions propounded.

Following the banquet, which was served at 7:30, Ewing Herbert, editor of the St. Joseph Stock Yards Daily Journal gave a brief review of the development of St. Joseph as a primary market.

RESOLUTIONS requesting the government not to hamper the telephone systems of the country with burdensome restrictions when returned to private ownership were adopted by the United States Independent Telephone Ass'n in annual session in Chicago recently. Delegates are the directing heads of the Ass'n which operates in 42 states and controls three-fourths of all the wire talking apparatus in the country. They are in favor of the rates fixed by Postmaster General Burleson to stand for a year or until the national, state and municipal authorities set reasonable rates to replace them.

## Des Moines Inspector Is C. F. Lias.

Chas. F. Lias, assistant chief grain inspector of the Chicago Board of Trade, who has just received the appointment as the first chief grain inspector for the newly organized Des Moines Board of Trade, Des Moines, Ia., was born in Pennsylvania in 1868, coming to Chicago in 1889.

His first connection with the Chicago Board of Trade was his appointment as assistant to S. H. Stevens of the flaxseed inspection department. On the death of Mr. Stevens, he was placed at the head of the department, and is now an authority on flaxseed.

Six appears to be his lucky number, for in that first appointment, as in the present instance, Mr. Lias was one of six candidates for the position. That he won in both instances is a high testimonial to his worth in his profession. Later he was appointed assistant chief grain inspector, a well merited promotion, which position he filled to the entire satisfaction of all who had dealings with him.

In his new office he will have the advantage of entirely new equipment which has just been installed.



Charles F. Lias, Chief Grain Inspector, Des Moines Board of Trade, Des Moines, Ia.

## Canadian Wheat Conference.

A conference called by Hon. A. K. McLean, Acting Minister of Trade and Commerce was held at Ottawa, June 18, and was attended by representatives from the grain exchanges at Winnipeg, Ft. William, Toronto, and Montreal, the railway companies, lake carriers, millers, Board of Railway and Grain Commissioners, Board of Grain Supervisors, Wheat Export Company and farmers. The object of the conference was to discuss the best method of handling the Canadian wheat crop this season.

The discussion was of the round table order. Millers and farmers were anxious for a further government guaranty, but the grain dealers advocated the government's leaving the grain business alone, as the grain dealers were capable of moving the new crop. That the law of supply and demand should rule immediately after the signing of the peace treaty was the opinion of the Winnipeg, Ft. William and Toronto Grain Exchange representatives.

On the question of amending the Canada Grain Act, H. H. Stevens stated that the elevators at Port Arthur and Fort William were making excessive profits out of their business. He advocated discontinuing the practice—which he characterized as dishonest—of retaining a percentage of the grain left in the elevators, claiming that employees of the grain companies received bonuses in accordance with the quantities of the overages they obtained.

That the board of grain appeals should be located in Winnipeg where the chief inspector is located, was the opinion of Hon. T. A. Crerar. He scouted the theory that overages meant robbery, claiming that these had been taken with the knowledge, approval and consent of the board of grain commissioners. He mentioned that one elevator of the Grain Growers' Elevator Co. handled 28,000,000 bus. in one season, and that the profit was only a fraction of a cent a bushel.

J. A. McHarg stated that the present board with 12 members was too cumbersome and that an independent board, the members of which were not interested in the grain business, is much to be preferred; that the logical place for its location was Winnipeg, and that it was the producers of grain that are asking for it. He agreed with the proposal of the minister to fix the amount of overages allowable and explained that they are largely due to the practice of cleaning the screenings.

H. B. Morphy of North Perth, after hearing the debate, figured that some new method of handling the grain should be evolved, as Mr. Stevens had quoted figures showing that the elevators had taken millions of dollars illegally from the farmers, who got the refuse back but not the good grain.

It was evident from the speeches of the Minister, and also from a speech of the Rt. Hon. Sir Robt. L. Borden, Prime Minister, that the Government is not anxious to maintain any measure of control in respect to the new crop. The Government has the matter under advisement, and announcement may be expected any day as to the method that will be adopted in the handling of the 1919 wheat crop.

The following delegates were present: Winnipeg Grain Exchange, Pres. F. J. Anderson, Vice-Pres. J. E. Botterill, C. Tilt.

Fort William & Port Arthur Grain Exchange, Vice-Pres. N. M. Paterson, Secretary C. Birkett.

Toronto Board of Trade, Grain Section, A. O. Hogg, J. T. Melady.

Montreal Corn Exchange, A. P. Stuart, J. Burton.

Board of Railway Commissioners, Sir Henry L. Drayton.

Board of Grain Commissioners, Chief Com. Leslie H. Boyd, Com. J. P. Jones.

Board of Grain Supervisors, Acting Chairman J. C. Gage, Sec'y H. Tooley.



## Feedstuffs

MINNEAPOLIS, MINN.—The Northwestern Feed Co. is building a single story warehouse 80x300 ft.

ST. JOSEPH, Mo.—The Excello Milling Co. is remodeling its plant, including elvtr, warehouse and office buildings.

MEMPHIS, TENN.—The Security Mills & Feed Co., Knox County, will increase its capital stock from \$50,000 to \$100,000.

KANSAS CITY, Mo.—Work on the alfalfa mill being erected by North Bros. is progressing satisfactorily. It will cost \$50,000.

KANSAS CITY, Mo.—A mill feed department is being added by the Hinds Grain Co. D. M. Cain, formerly of Atchison, Kan., is mgr.

DALLAS, TEX.—We have moved our offices from the Linz Bldg. to the Slaughter Bldg.—E. A. Johnson Co., by E. A. Johnson.

THE OFFICES of L. F. Brown, sec'y of the American Feed Manufacturers' Ass'n have been moved from Milwaukee to Monadnock Block, Chicago.

ABINGDON, ILL.—The Abingdon Milling & Cattle Feeding Co. is enlarging its plant by an addition 20x50 ft. This will double the capacity of the plant.

THE EASTERN FEDERATION of Feed Merchants met in annual session at the Ten Eyck Hotel, Albany, N. Y., June 26 and 27. Gov. Smith was one of the principal speakers.

LARGE SALES of linseed oil cake have been made by the United States to England and Continental Europe, \$77 a ton being paid for it. Oil meal is not so much in demand.

DUNDAS, ONT.—We have succeeded The Caldwell Feed & Cereal Co. as manufacturers of feeding meals and poultry feeds.—Andrew Motherwell of Canada, Ltd., C. W. Shosenberg, sec'y.

"EG-S-UR" around the center of an egg shaped symbol is the trademark registered by the Rockfield Products Co., Milwaukee, Wis., for its limestone-rock chicken feed, under serial number 116,797.

VANCOUVER, B. C.—The grain elvtr. and feed mill plant of Vernon & Buckerfield is nearly completed. It is equipped for all kinds of feed grinding, rolling and mixing; also for grain and seed cleaning.

DALLAS, TEX.—A big food products plant is to be erected on the 60-acre tract recently purchased here by the Proctor & Gamble Co. of Cincinnati, according to report the price paid for the site was \$2,000,000.

NEBRASKA CITY, NEB.—Work is progressing on the mill which the Washco Alfalfa Milling Co. is having erected. A full line of alfalfa products will be manufactured, and it is expected that it will be in operation by September 1.

LANCASTER, PA.—We are erecting a horse and dairy feed plant in connection with our mixed car plant here, which will have a capacity of from three to five hundred tons per day, which we hope to have completed by October or November.—John W. Eshelman & Sons.

MEMPHIS, TENN.—The Delta Flour & Feed Co. will open for business here July 15 having

### Feedstuffs Movement in June.

Receipts and shipments of feedstuffs at the various markets during June, compared with June, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Chicago, lbs.	34,611,000	52,502,000	74,301,000	36,550,000
Cincinnati, tons	1,800	960	.....	.....
Minneapolis, tons	9,031	3,223	55,238	51,703
New York, tons	520	.....	.....	.....
St. Louis, sacks	49,410	52,550	133,190	21,900
San Francisco, tons	267	146	.....	.....
Winnipeg, bus.	7,000	21,000	.....	.....
Milwaukee, tons	5,976	2,448	19,496	14,811

secured 10,000 ft. of space. It will build a warehouse later. M. G. Odeneal, formerly of Jackson, Miss., will be mgr. The company will be agt. for four large milling concerns.

PALM KERNEL cakes have advanced £1 per ton in London owing to the scarcity of other kinds. There are practically no linseed cakes, and what there are bring enormous prices.

LICENSES are to be required for trading in linseed, linseed oil, cotton seed and cotton seed oil, according to cable from London, owing to recent excessive speculation. There will be no fixed price by the government.

LOUISVILLE, KY.—Geo. F. Korfhage, hay and grain dealer, who recently bot the plant of the Falls City Brewing Co., has secured a charter for the Falls City Ice & Beverage Co., which is capitalized at \$200,000, to manufacture ice and soft drinks.

WALLACE B. WOOD of Fayetteville, Ark., has bot the controlling interest in the Denver Alfalfa Milling Co. at Lamar, Colo., and will be in control of the branch office with headquarters in Kansas City. He retains \$100,000 stock in the Phipps Lumber Co., Fayetteville, of which he was sec'y.

WICHITA, KAN.—We are figuring on increasing our capacity, erecting additional concrete grain tanks, and adding another large warehouse; but probably will not make these improvements until next fall.—The Otto Weiss Milling Co., W. W. Weiss, sec'y and mgr., hay, grain, and elvtr. dept.

JOHN WADE & SONS, INC. is the style of our firm now. The capital stock is \$500,000. The officers are: Pres., J. J. Wade; first vice-pres., Thos. M. Wade; second vice-pres., M. F. Wade; third vice-pres., E. M. Wade; fourth vice-pres., E. L. Luibel; sec'y and treas., J. G. Metz. As in the past we will continue manufacturing mixed feeds for horses, cattle and poultry and will also carry a full line of all kinds of feedstuffs. We will also operate a flour and corn meal mill.—John Wade & Sons., Memphis, Tenn.

ALBANY, N. Y.—The Eastern Federation of Feed Merchants held its annual session at the Hotel Ten Eyck, June 26 and 27. Personal contact with customers was urged on those present by the president, G. H. Strong. "Selling for Cash" was the subject on which L. L. Warner, pres. of the Mutual Millers & Feed Dealers' Ass'n gave a talk. He advised the adoption of this system and urged a penalty for those members who did not live up to the plan. Among other speakers were Edward P. Doyle, New York; L. F. Brown, Milwaukee; and MacLean Wilson, Binghamton, N. Y.



N. A. Leach, Portland, Ore.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

I. C. in Sup. No. 7 to tariff 5791-M gives rule governing grain and grain products, milled or blended in transit at points in Illinois, effective July 14.

C. M. & St. P. in Sup. No. 10 to tariff No. 11244-B gives rates on grain and grain products from stations on its own and connecting lines effective, July 15.

C. R. I. & P. in Sup. No. 32 to tariff 10389-L names rates on grain and grain products from and between points in Illinois and Missouri and points in Kansas, Indiana, Kentucky and Illinois, effective, July 24.

B. & O. in Sup. No. 6 to tariff No. H-2578 gives rates on grain and grain products from points on its line to points in New York, Maryland, Pennsylvania, Virginia and points in Canada, effective, July 19.

U. S. Railroad Administration in Sup. No. 13 to I. C. C. No. A-874 cancels Sup. No. 10 to Circular No. 1-N of Western Freight Tariff Bureau, giving rules, regulations and exceptions to classifications, effective, August 5.

C. M. & St. P. in Sup. No. 31 to tariff No. 13030-A gives rates on grain and grain products from Cedar Rapids, Ia., Chicago, Chippewa Falls, Wis., Duluth, Minneapolis, Minn., and Omaha, Neb., to Cairo, Ill., New Orleans, La., etc., effective, July 15.

C. M. & St. P. in Sup. No. 39 to tariff No. 9,300-A gives rates on grain and grain products from St. Paul, Minneapolis and Minn. Trans. Minnesota and Wisconsin points to points on connecting lines in Illinois, Iowa, Kentucky and Wisconsin, effective, July 15.

A. T. & S. F., G. C. & S. F., K. S. W. and L. & T. Railroads in Sup. No. 12 to tariff No. 7481-E gives joint freight rates applying on alfalfa feed and meal bran, corn chops, grain screenings, molasses feed, shorts, sorghum seed and other seeds in carloads, from stations in Colorado, Kansas, Missouri, Oklahoma, Superior, Neb., on the above mentioned lines to points in Alabama, Arkansas, Louisiana, Missouri, Oklahoma, Tennessee and Texas on or reached via the Kansas City Southern, M. P., St. Louis-San Francisco and listed connections, effective July 30.

### Kerr, Gifford & Co. Has New Manager.

N. A. Leach is now manager of Kerr, Gifford & Co., Portland, Ore. He was Ass't Manager before the death of H. H. Rasmussen. Mr. Leach has been with the firm for 24 years, and being thoroughly familiar with all details of the business, stepped up to the manager's position.

The Kerr, Gifford & Co. formerly exported to Europe as high as 10,000,000 bus. of wheat per year, shipping from Baltimore and Portland. Sailing vessels were almost exclusively used for the Portland shipments, making the trip around the Horn, and taking three to four months for the voyage.

### Canadian Wheat Seized.

Wheat in all Canadian elevators has been commandeered by the board of grain supervisors, for the purpose of furnishing 15,000,000 bus. to Greece.

The shipments will be made during the coming twelve months. No export shipments can now be made without permits from the board.

BECAUSE of the scarcity of corn, manufacturers of corn products are swamped with orders. A Decatur, Ill., starch company is said to have received and turned down an offer for 21,000,000 lbs. for Russia, payment guaranteed in New York.



## Dealers Meet at Superior, Nebr.

The fact that all dealers are anxious to know what is going on and get the other dealers' ideas for handling the 1919 wheat crop, is shown by the large attendance at the district meeting of the Kansas Grain Dealers Ass'n in Superior on June 27th.

Geo. Scoular, President of The Superior Grain Exchange opened the meeting with an address of welcome to the visiting dealers. Then acting as chairman of the meeting he introduced E. J. Smiley, Sec'y of the Kansas Grain Dealers Ass'n, who outlined the work that had been done by the Ass'n during the past year. Mr. Smiley advised all shippers of the Union Pacific not to sign the new contracts or leases issued by that company that contained the drastic clause of Right of Way Maintenance and other objectionable features. He explained the need of a claim department for the Ass'n and advised that they were now ready for business. They will handle any or all claims for members of the Ass'n with a charge of 15% for collection and no charge if collection is not made.

Mr. Smiley had just received a copy of the agreement issued by the Grain Corporation, which is to be signed by all dealers who wish protection whatever from the Corporation in handling the 1919 wheat crop. The agreement was read and each section taken for discussion.

E. Bossemeyer, Jr., President of the Kansas Grain Dealers Ass'n, who had recently returned from New York where the Grain Dealers were in conference with Julius H. Barnes, told of the different subjects discussed and the general attitude of the Grain Corporation in regard to handling the wheat.

Then the meeting was turned into a free-for-all, every one had something to discuss.

Mr. Koehner, Geneva: What is the Government going to do with wheat that is below 3 grade?

Mr. Bossemeyer: No change from last year.

Mr. Smiley: It is my opinion that the Grain Corporation does not expect to take any wheat below the No. 1, 2 and 3 grades, and it will be almost impossible to know the value of grades before it reaches the market.

A Dealer: How about storage? Will the farmer or dealer be reimbursed for carrying wheat?

Mr. Bossemeyer: While it was not definitely decided at the conference, it was intimated that a carrying charge would probably be allowed after Aug. 1, but that this would be paid by the Grain Corporation as a means to regulate the flow of wheat to the markets.

Mr. Murphy: If this carrying charge seems determined on an advanced price before the month is allowed, that it probably will be divided into three or four parts of the month, one a week or every ten days.

The meeting was adjourned at 5 o'clock. The members of The Superior Grain Exchange invited all to accompany them to the large plant of the Nebraska Portland Cement Co. in the city, where they were shown the big plant in operation. The plant is conceded to be the best of its kind in operation and while a lot many of the dealers handle cement this was their first opportunity to see it made.

Federal Inspector D. R. Andrews also held a school of instruction in grading and this was well attended. All of the dealers are anxious to know how to grade this wheat as they realize that mistakes will be costly.

## EVENING SESSION.

The meeting was again called to order at 7 P. M. and after an ardent address of Welcome by Mayor G. G. Denny the dealers again took up the matters of trying to solve the problems of handling the wheat crop.

All present were furnished with copies of the report tabulated to show the actual cost of handling wheat. These tabulations being taken from reports submitted by dealers from ten different states who were present at the conferences held in St. Louis May 8. These tab-

ulations were printed in the Grain Dealers Journal for May 10th, page 779.

Mr. Scoular, Chairman, read the items and then opened the meeting for a general discussion.

We will take the item of interest on investment \$600.00. Is this about right?

No objections.

Mr. Scoular: Take the item \$600 interest on investment in grain on hand and in transit valued at \$10,000. Is this item all right?

Many voices: No! No!

Mr. Murphy: The average country shippers will have at least \$25,000 invested in grain on hand and in transit.

Mr. Smiley: There are a number of dealers and elevator concerns in Kansas that expect to secure a state license and issue a Warehouse receipt to the farmers and pay him for the wheat when they are able to secure equipment. The farmers can go to the bank and secure a loan on a Warehouse receipt. This system would save the grain dealer of paying so much interest and I really don't believe that the farmers can offer any objection to the plan, because he is getting the use of the money.

Mr. Scoular: Take the item, Loss by Deterioration in quality and misgrading. Is this too high or too low?

Mr. Brown, Chester: Of an investigation by the Department of Agriculture about a year ago, the loss by misgrading in the Northwestern states was tremendous.

Mr. Bossemeyer: Do not believe that the loss account of misgrading should be charged up to the cost of handling the wheat. We should all pay for our own mistakes. We are supposed to know what the Federal grades are. It is also the intent of the Grain Corporation that the wheat be bought based on the Federal Grades.

The item \$320 for Depreciation and repairs on building and machinery was considered reasonable altho several stated that they usually figured 5%.

Mr. Myers: The item of \$1000 for Terminal Market charges is too low. This should be at least \$2000.

Mr. Smiley: It is my opinion that publishing in the local papers to show the farmers the actual cost would be appropriate.

Mr. Brown: Educating some dealers will be more of a task than the farmers. When I started to the Kansas Grain Dealers Meeting at Hutchinson recently I had decided that we should have at least 6c gross margin for handling this wheat. I had not stopped to figure it out in black and white and that I could do it, but when these figures were presented and I went back and figured it up myself I found that it could not be done for less than 11 or 12c. There are a lot of dealers who made money last year and before on wheat. But they did not do it on the handling margin, they made their money on the advancing market. If they will stop and figure the actual cost they will find that they would have lost instead of made money. Now this year the prices look as tho they will be fixed, the great surplus of wheat will no doubt hold prices on to the basic prices and we will not have an advancing market to figure on, therefore we must figure the actual cost of handling the wheat and get that much with a fair or reasonable margin of profit.

Mr. Smiley: I would like to know what you gentlemen now think would be a reasonable handling margin.

Mr. Scoular: We are not here fixing prices. Don't misunderstand this. What we want to determine is approximately what prices should be paid for No. 1 wheat in the district.

Mr. Myers: 15c will be about the right margin.

Mr. Smiley: It is MY opinion that the Grain Corporation will not permit a 15c margin.

Mr. Myers: Last year the Chicago Feed Trade Commission indicated that 3% net on your turnover would not be considered unreasonable.

Mr. Smiley: Mr. Barnes would not consider an Annual turnover of 3% net. Too much auditing required.

A Dealer: It looks to me basing on the actual cost of handling the wheat that 12c gross margin is about right.

General murmur of acceptance of this idea.

Mr. Jones: How are you going to satisfy the farmers on the lower grades?

Mr. Smiley: The wheat should be bought based on your own fair idea of its market value. And according to the rules of the Corporation if there is any dispute between the producer and the dealer that it shall be referred to the Zone Agent.

Mr. Murphy: The impressions that I have gained is that it is not the intention of the Grain Corporation to initiate an investigation, but if any complaints are made for not paying the right prices, that an investigation would be instituted, and that a final appeal to Mr. Barnes would be decisive.

Mr. Scoular: If there are no further discussions we would like to hear from the ladies of the Grain Exchange. The meeting will be adjourned. The ladies had prepared a nice luncheon which was daintily served.

Mr. Wm. Murphy of Kansas City, Mo., was a guest and responded very graciously when called upon for some of the Swede Irish stories; he kept them all in an uproar. The Superior dealers are very grateful to Mr. Murphy for helping to make this the best meeting ever held.

Many expressed themselves: more than pleased with the meeting.

CENSORSHIP of cablegrams relating to the supply of foodstuffs to Germany under the terms of the Brussels agreement, when not otherwise objectionable, has been removed.

SHIPMENTS of food parcels to Germany if consigned to the German Food Ministry, Hamburg, for the account of a named sub-consignee in Germany will be forwarded by the German Food Ministry to such consignee, the ultimate consignee being expected to pay to the German Food Ministry the charges for transportation and insurance in Germany, according to recent announcement by the War Trade Board.

AN ERROR in the published price of acid phosphate by the U. S. Department of Agriculture was that this fertilizer had been sold in Warren County, Georgia, at \$49.70, whereas it should have been \$27.50. The county agent who furnished the figures to the Department reported it a typographical error, but it had been given wide publicity before it was discovered.

"PROPERLY executed licenses issued by the War Trade Board for the importation and exportation of wheat or wheat flour are hereby declared to be in full force and effect, as if issued by the U. S. Wheat Director. All Customs officials will recognize such licenses as if done by U. S. Wheat Director, under the authority of the President's Proclamation, dated June 14, 1919, effective July 1, 1919, and until further ordered," is an announcement made by Julius H. Barnes, Wheat Director.

"DON'T feed \$2.26 wheat to rats and mice," says the U. S. Department of Agriculture. Traps, poison and ratproof construction will stop their raids. The greatest wheat crop ever produced in America will soon be harvested. Grain elevators will soon become veritable treasuries which thieving rats and mice will break into if they can. An elevator with a leaky roof is only a little worse than one allowing free entry to rodents. Now is the time to cover rat holes with sheet iron or fill them with cement and to build new mouse proof granaries of either concrete or galvanized sheet iron. Where it is impracticable to provide tight containers for stored products, steps should be taken immediately to trap or poison the rats and mice, and this should be kept up until the last bushel of grain is disposed of."



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Hoxie, Ark.—The Hoxie Milling Co. is laying the foundation for its roller mill and corn elvtr. Work is progressing rapidly.

## CALIFORNIA

Woodland, Cal.—Two grain warehouses burned here in one day, from incendiary origins: the Meier Grain Warehouse, and the Union Warehouse. The loss was \$25,000.

Los Angeles, Cal.—The Globe Grain & Milling Co. has amended its articles of incorporation. Since March 31 the capital stock has been raised from \$1,250,000 to \$8,000,000. W. E. Keller is pres., and A. D. Buckley is sec'y of the company.

## CANADA

Borden, Sask.—Borden Grain Growers, Ltd., have been incorporated.—B.

Winnipeg, Man.—The Mitchell Hay Co. of this city has bot the mill and elvtr. of the Canadian Farmers Hay Exchange, Ltd.—Traders Trust Co.

Winnipeg, Man.—Letters patent have been issued changing the name of the Leitch-Anderson Grain Co. to Hallet & Carey Elvtr. Co., Ltd.—B.

Kingston, Ont.—The Canadian government is making preparations to dredge the harbor and begin the building of three elvtrs. to be completed in two years.

Stony Plain, Can.—G. W. Shreeves, formerly agent for the Rocky Mountain Elvtr. Co., at Kolin, Mont., is now with the Alberta Pacific Grain Co., Ltd., at this place.

Norval, Ont.—W. J. Campbell, Ltd., grain dealers, incorporated; capital stock, \$40,000.—B. Neville, Sask.—Farmers Elvtr. & Supply Co. incorporated; capital stock, \$20,000.—B.

Saskatoon, Sask.—The Quaker Oats Co. is building a 100,000-bu. reinforced concrete elvtr. to replace one that burned. This gives the company a storage capacity of 300,000 bus. The Leonard Construction Co. has the contract.

Montreal, Que.—The Dominion Flour Mills Co. is doubling its storage capacity by adding a 300,000-bu. elvtr. and a marine tower for unloading boats from the Lachine Canal. It will be possible to unload 10,000 bus. per hour. The new buildings, now well under way, are to be fireproof.

Winnipeg, Man.—The following memberships in the Winnipeg Grain Exchange have been exchanged: May 9, D. Horn (2nd membership) to Joseph Simons, Chicago, Ill.; June 5, R. B. Skipwith to Douglas Laird, Winnipeg. The following are new members in the Exchange: May 9, 1919, J. J. Bagley, Chicago; J. H. Kern, Jr., Moose Jaw; N. T. Burdick, Vancouver; F. S. Lewis, Chicago; F. J. Coombes, P. la Prairie; F. E. Lindahl, Duluth; W. W. Cummings, Calgary; C. S. Matheson, Winnipeg; A. G. Delany, Chicago; W. C. Poehler, Minneapolis; C. A. Johnson, Chicago; G. F. Tull, Calgary; H. S. Johnston, Winnipeg.

Moose Jaw, Sask.—The third annual convention of the Grain Buyers of Canada was held here in June. Matters brought up for consideration included the bonding question, the return of weights, dockage, shrinkage, and automatic scales. They extended an invitation to returned soldiers to enter the grain buying business, offering the help of the organization in making them proficient in this department of the grain business. The report of the sec'y showed that over 300 buyers in the three prairie provinces have affiliated with the order since December last. The officers for the next year were elected as follows: Pres., William Rothwell, Craik, Sask.; vice-pres., P. Mayhew, Ralph; sec'y-treas., Fred Hicks; directors, W. H. Newkirk, Cupar; A. N. Stacey, Webb; George

H. Orp, Swift Current; G. Wallace, Langbank; and John Laing, Pambrun.—B.

## COLORADO

Sidney, Colo.—The organization of a new elvtr. company is under consideration here.

Wray, Colo.—F. Holcomb is mgr. of the Farmers Union Co-operative Elvtr. Co. here.

Orchard, Colo.—The Orchard Farmers Co-operative Elvtr. Co. is installing a duplex feed grinder and small elvtr.

Julesburg, Colo.—The elvtr. belonging to E. Spelts, formerly owned by John Cass, burned recently. Lightning was the cause of the fire.

Vona, Colo.—T. R. Anderson, mgr. of the Farmers elvtr. at Sandusky, Ind., for the past two years, has resigned to take charge of an elvtr. here.

Fort Morgan, Colo.—Our office here will be discontinued. After July 5 our address is Weldon, Colo.—Colo. Bean & Grain Co., H. W. Young, gen. mgr.

Denver, Colo.—J. D. Best & Co., dealers in hay, grain, flour, and feed, has been reorganized. J. F. Collins retires, and is succeeded as pres. by C. F. Hecht, and H. E. Isaacson is vice-pres. and treas.

LaFayette, Colo.—The LaFayette Farmers Elvtr. Co. has let the contract to the Birchard Construction Co. of Lincoln, Neb., for the erection of a new elvtr. here. The cost of the building will be \$14,000.

Trinidad, Colo.—E. R. Conger has sold out his interest in the Bancroft-Marty Feed & Produce Co. and has organized the Trinidad Grain Co. The company will build an elvtr. and be ready for a wholesale business in grain and flour by September 1.

## IDAHO

Nampa, Ida.—Otto Knoche is local mgr. of the Colorado Milling & Elvtr. Co. here.

Wilder, Ida.—The Colorado Elvtr. & Milling Co. is planning to erect an elvtr. here.

Preston, Ida.—The Inter Ocean Milling & Elvtr. Co. plans to build a \$25,000 elvtr.

Jerome, Ida.—Frank Thomas is building a 25,000-bu. elvtr., to be completed in time to handle the season's crop.

Ashton, Ida.—I have been transferred from Felt, Idaho, as agt. of Thomas Bros., to Grainville, Idaho.—J. S. Snyder.

Grainville, Ida.—The elvtr. owned three years by Thomas Bros. is being rebuilt to three times its present capacity. My successor at Felt, Ida., has not yet been secured.—J. S. Snyder.

Idaho Falls, Ida.—The Midland Elvtrs. Co., known locally as the Idaho Falls Elvtr., has let the contract for the building of a 150,000-bu. concrete elvtr. The company is also planning to erect several smaller elvtrs. at different points.

Kendrick, Ida.—John F. Walde has resigned his position as mgr. of the Kendrick Rochdale Co. to accept a similar position with the Idaho Bean & Elvtr. Co. of Spokane, Wash. He will have charge of the Troy, Peck and Kendrick warehouses.

## ILLINOIS

Peoria, Ill.—The Consumers Grain Co. is out of business.

Clarksdale, Ill.—The Farmers Grain Co. has reorganized.

Plano, Ill.—The farmers are attempting to organize an elvtr. company.

Fiatt, Ill.—The Farmers Elvtr. Co. is building an extension to its elvtr. here.

Paxton, Ill.—A new engine is being installed at the Paxton Farmers Grain Co.

Millbrook, Ill.—The Millbrook Farmers Elvtr. Co. has succeeded B. B. Larson.

Plymouth, Ill.—Mr. Turner of Avon is the new mgr. of the Farmers Elvtr. Co.

Foosland, Ill.—Lightning did slight damage to the elvtr. belonging to George A. DeLong.

New Boston, Ill.—The farmers in this vicinity are planning to organize an elvtr. company.

Bluffs, Ill.—The Farmers Elvtr. Co. has bot the elvtr. here of McClellan & Lewis.—C. R. Lewis.

Fairdale, Ill.—The elvtr. here, owned by Stanbury & Woodard, burned the night of June 21.

Mascoutah, Ill.—F. W. Postel, well known in the grain and flour business here, died a few days ago.

Meredosia, Ill.—J. A. Martz of Waverly is the new mgr. of the Farmers Grain Co., succeeding Mr. Webber.

Meeks (Georgetown p. o.), Ill.—C. B. Spang of Georgetown has leased the elvtr. of J. W. Cromwell & Co.

Reynolds, Ill.—Farmers are planning to organize a co-operative elvtr. company, to be capitalized at \$40,000.

Tolono, Ill.—The work of rebuilding the elvtr. belonging to Horton Bros. Co. is progressing slowly due to the rains.

Sublette, Ill.—The Farmers Elvtr. Co. on July 3 bot the elvtr. here of J. W. Bettendorf, who will remove to St. Anne.

Williamsville, Ill.—John Prather of Prather & Groves has returned with his family from a motor trip to the Pacific Coast.

Cabery, Ill.—The Cabery Farmers Grain Co. is planning to add a second floor to its new building now in process of erection.

Rio, Ill.—The farmers near here are asking for site and track privileges preparatory to organizing a farmers elvtr. company.

Peoria, Ill.—The Worth-Giles Grain Co. of Bloomington, Ill., has opened offices here, under the management of J. W. McWilliams.

Lake City, Ill.—The Lake City Farmers Co-operative Grain & Mercantile Co. plans to build a new coal house and a new warehouse.

Brocton, Ill.—H. H. Wright has traded his elvtr. with Palmer & Peck, owners of the Oakland Grain & Coal Co. of Oakland, Ill.

Fillmore, Ill.—The Farmers Elvtr. Co. has purchased the elvtr. of Marion Toberman, and has employed Charles McCollum as mgr.

Tuscola, Ill.—I am now mgr. of the Tuscola Grain Co., recently organized. Formerly I was with Chambers & Foote.—W. A. Hopkins.

Royal, Ill.—The new mgr. of the Farmers Elvtr. here is T. R. Ayresman, former mgr. of the Farmers Grain Co. of Gibson City, Ill.

McLean, Ill.—Funks Grove Grain Co. incorporated, capital increased from \$25,000 to \$50,000. The company recently bot an elvtr. here.

Meadows, Ill.—The Farmers Elvtr. Co. of Meadows has bot out the business of R. L. Rathburn and now owns all three elvtrs. here.

Dubois, Ill.—Dale Malting & Milling Co. incorporated; capital stock, \$24,000; incorporators, John Dale, John C. Dale, and William Garrison.

Argo, Ill.—The Corn Products Co. has granted a voluntary increase of 5c an hour to all of its employees. A laborer now receives 50c an hour.

Peoria, Ill.—There is a report that the Douglas Starch Co. will move from Cedar Rapids to this city. Establishment of a \$3,000,000 plant is expected.

Peoria, Ill.—Officers of the Stacy Grain Co. are. W. T. Eliff, pres.; E. R. Murphy, vice-pres.; and William Stacy, sec'y-treas.—Stacy Grain Co.

Decatur, Ill.—Finley Baker is in charge of the new branch office of Harris, Winthrop & Co. Another man on the traveling force will be necessary.

Kane, Ill.—An electric motor has been installed at the E. Cockrell & Sons elvtr. The elvtr. of the Farmers Grain Co. will also have a new motor installed.

Walshville, Ill.—Former Supervisor C. A. Tollee of North Litchfield is the new mgr. of the elvtr. for the Farmers Elvtr. Co. The elvtr. is in the process of building.

Broadmoor, Ill.—Lightning damaged the Rees & Powers elvtr. to the extent of \$25 on June 24. As it is an iron-clad building, the fire was probably due to a magnetic flash.



ullivan, Ill.—I am track buying and soliciting signments for Elmore-Schultz Grain Co. of Louis, Mo., and Bingham-Hewitt-Scholl Co. Indianapolis, Ind.—R. C. Parks.

axton, Ill.—Charles Shelby has gone on a thru Canada, planning to be gone two mths. During his absence Fred Shelby is acting after his business interests.

hatsworth, Ill.—Kohler Bros., who recently chased the Delaney & O'Fallon elvtr. and in business, have purchased the Glabe & be elvtr., grain and coal business.

atrona, Ill.—We have just installed a type Fairbanks-Morse 25-h.p. Engine, using kero., instead of our gasoline engine.—B. M. Flor, mgr. Farmers Grain & Coal Co.

t. Anne, Ill.—J. W. Bettendorf has bot, and August 1 will take possession of the elvtr. Hughes Bros. He has also bot himself a fine dence. James M. Maguire made the deal.

enson, Ill.—After being in the grain and l business for over 14 years, I have sold my rs. to S. M. Every of this place, who took session June 30. I shall not do anything for me.—J. E. Eckhart.

pringfield, Ill.—The Hasenwinkle Grain Co. been out of business here since last Sep- ber; and I am now opening an office for L. Vehon & Co., of Chicago, in the Myers g.—C. O. Swift, mgr.

armi, Ill.—H. H. Crozier is erecting an elvtr. his grain receiving station. The work is ng pushed to completion to get ready for season's business. It will be a great aid in unloading of wagons.

umpler, Ill.—Owen Kiffick, a carpenter from necton, fell from the top of the elvtr. of the rmers Grain Elvtr. Co., June 5, and was ously injured. He fell 24 feet to a concrete r, fracturing his skull.

umpler, Ill.—The Farmers Elvtr. & Supply has been issued a state charter; capital ck, \$20,000; incorporators, W. C. Youmans, B. Skinner, and J. D. Pulliam. The company s organized Jan. 1, 1919.

itchey, Ill.—We held our annual meeting and ted the following officers: L. A. Walsh, g; G. W. Neese, vice-pres.; George Beck- h, treas.; and myself as sec'y.—Charles Wil- mgr., Ritchie Grain Co.

loomington, Ill.—L. E. Slick, head of the k Grain Co., is under indictment by the al grand jury for making false reports to internal revenue department. He was res- ed under bond of \$5,000.

alestine, Ill.—We have built a new brick r warehouse with a capacity of fifteen cars and feed, increased the capacity of our l 50%, and enlarged our office and office pment.—Miesenhelder Bros.

rand Ridge, Ill.—The Farmers Elvtr. Co- rative Grain & Supply Co. has bot the elvtr. the Armour Grain Co. The new elvtr. will under the management of W. C. Pegram, y mgr. of the Farmers Elvtr. Co.

arrollton, Ill.—Our new building is nearly pleted. Fred Chappell of Jerseyville has n elected mgr. here, and H. B. Nelson of elvtr. at Daum Station.—O. H. Combrink, y Carrollton Farmers Elvtr. Co.

elavan, Ill.—The Scale Department of the ois Grain Dealers Ass'n is swamped with ection requests. Mr. Sowa's younger brother elping him. He is traveling by auto truck, ecting 40 or more scales each week.

attoon, Ill.—Ernest Orndorff, one of the ners in the recently organized Tuscola Grain uscola, Ill., is sole owner of the Big 4 tr. Co., operating elvtrs. here, at Lipsey tch, and Jones Switch.—Big 4 Elvtr. Co.

enton, Ill.—The Farmers Co-operative Co. bot the elvtr. owner by F. M. Prestley. ital stock of the new company is \$25,000. ers are: Joe S. Burns, pres.; T. H. Adams, -pres.; and Sterling Crossman, sec'y-treas.

rospect (Rantoul p. o.), Ill.—John Koehm H. C. Wilber have bot the elvtr. owned by nk Yeates, taking possession July 7. They operate under the firm name of Koehm & ber. H. C. Wilber is mgr.—Koehm & ber.

hatham, Ill.—T. H. Maddox, the popular ager of the Chatham Elvtr. Co., was cross- the C. & A. tracks in his automobile near home when a train struck the machine. r lying unconscious for 10 days he died. Maddox was driving and the accident is plained.

Gibson City, Ill.—I have purchased the elvtrs. of George W. Walker & Co. at this place and at Derby, Ill., taking possession June 1. I am moving here to take charge of the elvtrs. with Dewey Smith as mgr. at Derby.—E. E. Hamman.

New members for June in the Illinois Grain Dealers Ass'n include Carl D. Menzie Grain & Brokerage Co., Indianapolis, Ind.; Ridgway Flour Mills, Ridgway, Ill.; Gooch Bros. & Co., Bellflower, Ill.; Meredosa Farmers Elvtr. Co., Meredosa, Ill.

Crescent City, Ill.—The Crescent City Farm- ers Elvtr. Co. has purchased the William Wheeler elvtr., coal bins and cribs, possession being given July 5. The officers are: Otto L. Butzow, pres.; B. C. Alberti, sec'y-treas.; and W. G. Smith, mgr.

Decatur, Ill.—Shortly before seven p. m., June 6, an elbow on a 12-inch low pressure steam main in the boiler room of the A. E. Staley Manufacturing Co. blew out, flooding the build- ing and others nearby with steam. Two work- men were slightly injured.

Manteno, Ill.—P. C. Allen, mgr. of the Ran- som Elvtr. Co. at Ransom, Ill., for the past six years, is the new mgr. of the elvtr. here. Oscar Jacobs, of Yorkville, Ill., will succeed him in Ransom. Frank Barkley takes Mr. Jacobs' place at Yorkville as mgr. of the elvtr.

Dixon, Ill.—The Public Supply Co. is enlarg- ing its elvtr. and feed grinding plant. In the large addition built on the top of the elvtr. will be housed new motor power and new ma- chinery. D. H. Law and Charles Leake are the owners and mgrs. of the company.

Iroquois, Ill.—The Farmers Elvtr. Co. has bot the elvtr. belonging to Dale & Risser for \$14,000. Dr. F. Key will be mgr. of the newly purchased elvtr. as well as of the one already owned by the Farmers Elvtr. Co. The two plants will have a combined capacity of 150,000 bus. of grain.

Poplar Grove, Ill.—The Poplar Grove Farmers Co-operative Co. has been organized, capitalized at \$20,000. The company has bot the elvtr. owned by Warren M. Webster. The officers are: E. B. Greenlee, pres.; Fred W. Mariett, vice- pres.; and John Foley, sec'y-treas. D. A. Mc- Intyre is mgr.

Patoka, Ill.—The Farmers Co-operative Elvtr. Co., recently organized, has bot the business of the H. R. Hall Co., Inc., for about \$15,000. For the time being, the new company will carry on its business in the elvtr. just purchased and postpone building a new one. The mgr. is George Wasem.

Marseilles, Ill.—The officers of the recently organized Marseilles Grain & Supply Co. are: W. E. Kiner, pres.; R. N. Peddicard, sec'y-treas.; H. S. Thompson, Byron Gage, Theo. Tharson, L. W. Long, and H. C. Schroeder. Capital stock is \$50,000. We shall make some improvements later.—P. L. Jarvis, mgr.

Ashkum, Ill.—The Ashkum Farmers Elvtr. Co. has received sealed proposals for the purpose of furnishing materials and the construction of a reinforced concrete elvtr. building, complete with machinery and equipment. The building will require about 575 cubic yards of concrete and 29 tons of reinforcing steel.

Clinton, Ill.—Fred Githens, who recently re- signed his position with the E. B. Conover Grain Co. as operator to accept a similar position with J. E. Bennett & Co. here, has resigned that position to accept a better position in Chicago with the same company. M. T. McDaniel of Chicago is the new operator at the office here.

Cairo, Ill.—The Cairo Trust Co. has given an option on the Ohio River frontage wharfage privilege to H. E. Halliday, David Lansden, Dr. W. F. Grinstead, J. H. Galligan, W. J. John- son and Charles Feuchter. These men are offering this and other property to the city for \$65,000 for the building of modern terminal facilities.

East St. Louis, Ill.—John L. Edmiston, in charge of the Grain Inspection Department of the State of Illinois, announces that the inspec- tion fee on grain will be changed August 1. After that date, inspection fees for wheat, corn and oats will be \$1.00 per car instead of 90 cents as at present. Inspection fees on rye and barley will be 75 cents per car instead of the present rate of 65 cents. All duplicate certificates asked for after the original and duplicate have been furnished, will be furnished at a charge of 10 cents. There have been some changes on the grades of barley, but these have not been pub- lished yet.

Baker (Leland p. o.), Ill.—The directors of the Baker Farmers Co., at a recent meeting, decided not to rebuild their elvtr. at the present time. The company had large losses a year or so ago because of speculation by the mgr. in charge at that time. The old elvtr. belonging to the company has a large capacity and busi- ness will be continued there for a time.

Peoria, Ill.—The Turner-Hudnut Co. has bot the entire Peoria business of Rumsey-Moore & Co. N. R. Moore, mgr. and treas. of the old firm, will be associated in official capacity with the new company. W. H. Perrine, pres., and H. A. Rumsey, vice-pres. of Rumsey-Moore & Co., will also have an interest in the Turner-Hudnut Co. The main office will be in Peoria.

Springfield, Ill.—The General Corporation Act put in force July 1, 1919 by the State Legisla- ture will change the present corporation rul- ings materially. Among the principal changes involved are the reduction of the initial corpora- tion fee to a certain extent, authority given Illinois corporations to hold stock in other corporations, and the law permits preferred and non-par value stock.

Barnes, Ill.—Barnes Grain Co. incorporated; capital stock, \$30,000; officers: Pres., John Jacobs; vice-pres., D. J. O'Neill; sec'y and treas., Martin Kelly. Directors: John Jacobs, John Prahm, Warren White, Al Gerling, D. J. O'Neill, Martin Kelly, Daniel Sweeney, Frank J. Hanley, and Theodore Sayer. The company plans to build a concrete elvtr. of between 40,000 and 60,000 bus., at a cost of \$30,000.

Chenota, Ill.—Willet F. Haynes, formerly well- known grain merchant here, died in Chicago June 29 at the age of 81 years. After the war he went into the grain business with his brother at Lacon, Ill. In 1870 he came to Chenota and became a member of the firm of Haynes, Jordan & Co., grain buyers. He re- tired after fourteen years spent in this con- cern. For the last twenty years he has lived in Chicago.

Decatur, Ill.—The American Hominy Co. is equipping a 1500-bbl. flour mill. Suffern, Hunt & Co., a branch of the American Hominy Co., are to operate the plant. They have let the contract to Ralph H. Lunn for the addition of a seventh story to the six-story mill recently completed. The American Hominy Co. has also bot the mills and business of the Purity Oats Co. at Keokuk and Davenport, Iowa. An elvtr. with 300,000 bus. capacity is to be erected here.

Bloomington, Ill.—I bot the mill and elvtr. of the former L. E. Slick & Co. at public auction held by the referee in bankruptcy. Since pur- chasing the plant I have leased it to an operat- ing company under the name of Bloomington Mills, with option to purchase at an agreed price. This company is composed of R. C. Baldwin of this city, who will be mgr. of the company; J. J. Stream of Chicago, former chair- man of the coarse grain division of the U. S. food administration; William Bach, attorney for the Illinois Grain Dealers Ass'n; and myself. We took charge of the plant July 1 and will do a general track buying and milling business.— C. F. Scholer.

## CHICAGO NOTES.

The liquidating trustees of the American Maltng Co. have conveyed certain of their properties to the American Malt & Grain Co.

Parker M. Paine of Duluth, for thirty years active in the grain trade, became a partner of Logan & Bryan on July 1, taking the place of George A. Wegener.

Mayfield & Co. have opened a cash grain department. George M. Brunfleck, a cash grain man recently with W. P. Anderson & Co., will handle the department.

Board of Trade directors have declared Calu- met C elvtr. as regular for year ended July 1, 1920. Its capacity is 1,200,000 bus. and is operat- ed by Bartlett-Frazier Co.

Charles Howe, 67 years old, formerly an operator for a Board of Trade house, was fatally injured July 2, when he was struck by a street car. He died an hour later.

Edward R. Bacon Grain Co., successor to Edward R. Bacon, incorporated; officers: Ed- ward R. Bacon, pres.; P. P. Donahue, first vice- pres.; H. M. Stratton, second vice-pres.; Edward R. Bacon, jr., sec'y-treas. and general mgr.

Applications for memberships in the Board of Trade are: C. A. Fleetwood, H. H. Bingham, and F. A. Fisher. The following transfers are posted: F. W. Swift, J. Park Dean, and the estate of John W. Murphy. Memberships are selling for \$8,400.



Shaffer & Stream and J. C. Shaffer & Co. are arranging a new private wire system at Rochelle, Bloomington, Hoopeson, and Springfield, Ill., and are planning other lines.

Elias Horde, doorkeeper for the Board of Trade many years, was presented with a purse of gold by members of the Board recently on the occasion of his eighty-first birthday.

New members of the Board of Trade are: Chas. O. Lamy, Frank P. Logan and W. A. Walters. Memberships transferred are: Oliver P. Cooke, A. J. Helmer, R. L. Thornton.

The directors of the Board of Trade will post for ballot an increase in the charge for weighing grain from 50c to 75c per car, to be paid by the seller. Weighers are to be advanced \$15 to \$25 per month.

Captain J. M. Phillips, Kansas farmer and one of the oldest members of the Board of Trade, recently was on the board for the first time in about a year. Captain Phillips is about 91 years old.

The average price of Chicago Board of Trade memberships during the period to figure government tax on was \$6,717. This made the tax \$150 for the year. Brokers' license tax of \$50 becomes due July 1.

Wegener Brothers is a new commission firm. George A. Wegener, a cash grain man of large experience and for years with Logan & Bryan, and Arnold G. Wegener, an active broker and pit trader, make up the firm.

The Chicago & Northwestern R. R. contemplates expending about a million dollars in enlarging its elvtr. at South Chicago. The plan is to add 73 storage bins, which will increase the capacity of the elvtr. by 3,000,000 bus.

J. C. Shaffer & Co., operators of the South Chicago Elvtr. Co., have posted 35,000 bus. of corn as out of condition. This makes a total of 185,000 bus. posted by two elvtr. concerns thus far. The Corn Products Co. has bot all the posted corn.

Howard B. Jackson is vice-pres. of the Grain Corporation for another season. W. R. Linn and John H. Jones, valuable assistants in handling the vast business, have resigned. Victor Peterson, flour specialist, is to continue his connection with Mr. Jackson.

Board of Trade members, by a vote of 287 for and 70 against, have endorsed the slight advance in grain storage rates, the same to become effective Jan. 1. The rates after that date will be 1½c for the first ten days and 1-20c per day for each succeeding day.

## INDIANA

Centerville, Ind.—We are out of the grain business.—Creitz & Deardoff.

Swayzee, Ind.—The capital stock of the Farmers Grain & Supply Co. is \$75,000.

Lincoln, Ind.—The Lincoln Elvtr. Co. has purchased a new engine and boiler.

Swanington, Ind.—Walter Geary of Talbot is the new mgr. for W. B. Foresman & Co.

Ambia, Ind.—We shall rebuild our elvtr. at once in concrete.—J. M. Heinen, mgr. Ambia Grain Co.

Stone Sta. (Winchester p. o.), Ind.—The new elvtr. for Cox & Stafford is in the process of erection.

Rensselaer, Ind.—W. C. Babcock Grain Co. has succeeded Babcock & Hopkins Co., wholesale grain dealers.

Jasper, Ind.—Work on the concrete elvtrs. being built for the Victoria Flour Mill Co. is progressing rapidly.

Logansport, Ind.—The C. C. Bishop elvtr. has been purchased by the recently organized Logansport Elvtr. Co.

Osgood, Ind.—James W. Gookins is mgr. and Frank Stoner is head miller of the Farmers Co-operative Mill & Elvtr. Co.

Swayzee, Ind.—The Farmers Grain & Supply Co., with elvtrs. at Rich and Coles Station, has changed to United Grain & Supply Co.

Logansport, Ind.—There is talk of a consolidation of the Adamsboro Elvtr. Co. of Adamsboro, Ind., and the Logansport Elvtr. Co.

Franklin, Ind.—The office of the Farmers Elvtr. Co. was robbed of stamps to the value of about four dollars, and small change, recently.

Montmorenci, Ind.—Montmorenci Elvtr. Co. incorporated; capital stock, \$25,000; directors, William Burkle, John Martin, Jr., J. E. Marshall.

Sandusky (Greensburg p. o.), Ind.—T. R. Anderson has resigned as mgr. for the Sandusky elvtr. to accept a similar position at Vona, O.

Corydon, Ind.—Mr. Keller has bot a half interest in the E. Hickman elvtr. firm, and the firm name has been changed to Hickman & Keller.

Yeddo, Ind.—The Farmers Elvtr. Co. is putting up a new house. Reliance Construction Co. has the contract.—Nixon & Van Deventer, Attica, Ind.

North Grove, Ind.—The farmers' attempt to organize seems to be at a standstill for this year.—Farmers Co-operative Co., Santa Fe, Ind., Burl Fisher.

Bunker Hill, Ind.—The elvtr. being built here by the Farmers Elvtr. Co. is nearing completion. It is expected to have the building ready for the new crop.

Rochester, Ind.—Rochester Co-operative Elvtr. Co. incorporated; capital stock, \$40,000; directors, James M. Downs, Norman R. Stoner, Milton Smiley.

Russellville, Ind.—The stock company that Ben Hargrave was trying to organize to buy the elvtr. owned by J. C. Wilson & Co. has failed to materialize.

Mulberry, Ind.—Stanley Miller, who has been local mgr. of the grain business in this vicinity for years, will have full charge of the Jay Grain Co.'s new elvtr.

According to the estimates of County Agent Agster, 20% of the wheat crop of Madison county has been affected by wheat scab. The loss is fixed at \$300,000.

Jonesboro, Ind.—R. J. Morgan has bot the property and business of the Jonesboro Elvtr. Co., owned by W. R. Brock. Mr. Brock is undecided as to his future.

Oxford, Ind.—The elvtr. of the Oxford Grain Co. burned June 25. Insurance on the building, \$9,200; insurance also on the grain, 2,000 bus. of corn and 6,000 bus. of oats.

Boswell, Ind.—The Boswell Grain Co. has bot the elvtr. belonging to J. F. Doan for \$7,500, taking possession July 1. The farmers' company now controls both elvtrs. here.

Markleville, Ind.—Officers of the Markleville Elvtr. Co. are: B. F. Ham, pres.; George H. Pendleton, sec'y; John Brock, treas.; George Mauzy, vice-pres.—C. E. Chadwick, mgr.

Evansville, Ind.—Workmen at the plant of Mead, Johnson & Co., corn products manufacturers, are demanding, by means of a strike, higher wages, shorter hours and recognition of the union.

Chalmers, Ind.—We have commenced the construction of three vitrified block bins, 18 by 40, to be completed in time to handle the new crop. This will increase our capacity to 50,000 bus.—Chalmers Grain Co.

South Milford, Ind.—The Home Grain Co. of La Grange is starting to build a 14,000-bu. elvtr. driven by electric power, with sheller and cleaner, manlift and dust collectors. Childers & Wright Co. has the contract.

Peru, Ind.—The officers of the recently organized Farmer Co-operative Co. include: pres., William Hart; vice-pres., O. J. Tillett; sec'y-treas., Clarence C. Holmes. Walter Weeks, one of the former owners of the elvtr., is mgr.

Ft. Wayne, Ind.—A yellow Ford delivery car belonging to the Armour Grain Co. was stolen from the W. R. Cook garage in Ft. Wayne, Ind., June 15. G. E. Kistler had been using the car in advertising the products of the Armour company.

Herr Sta. (Lebanon p. o.), Ind.—Kern & Kirtley Grain Co., of Whitestown, Ind., has bot the two-thirds interest of Samuel Jenkins (deceased) in the Herr & Jenkins Co., operating at this place. The new firm name will be Kern-Kirtley & Herr Co.—Kern & Kirtley Grain Co., Robert S. Kern.

Nappanee, Ind.—Coppes Bros. & Zook have installed a big wheat separator, manufactured by the Invincible Grain Cleaner Co. This addition to the plant increases the receiving and separator capacity to 1,000 bus. per hour besides adding to the uniform cleanliness and quality of the flour.

North Manchester, Ind.—The Farmers Elvtr. Co., just organizing, has voted to build an elvtr. as soon as possible. The board of directors includes Ellis Miller, C. C. Dillman, Daniel Frantz, A. C. Humke, B. H. Domer, and L. A. Catey. Stock to the amount of more than \$14,000 has already been sold.

Frankfort, Ind.—Milton Crowe, until recently in the cash grain business in Buffalo, has opened an office here and will represent Jno. T. Fahey & Co., of Baltimore. Mr. Crowe will continue his grain brokerage business at Piqua, O., where he has been in business continuously since 1911. He comes to Frankfort with a wide acquaintance and a host of friends.

Vincennes, Ind.—The Vincennes Grain Co. consists of Charles H. Ridgway and Emil W. McCoy. This company has leased the elvtr. known as the McCoy elvtr. The only connection between the Vincennes Grain Co. and the Sullivan Mill & Elvtr. Co. is that Emil W. McCoy is the writer's son. The Vincennes Grain Co. is recently organized.—B. F. McCoy, sec'y, Sullivan Mill & Elvtr. Co.

Greenwood, Ind.—Walker & Batson, popcorn growers and shippers in northern Iowa, are making plans to build a plant here. They will want 1,000 acres of land for the firm and will want to contract with the farmers to raise popcorn for them. Their plant will consist of an elvtr. with machines for husking and shelling the corn. Farmers will receive \$80 a ton and an acre produces about three tons.

Earl Park, Ind.—The Benton County Grain Co., of which firm John Flinn and George Hart are members, has filed a suit in the superior court to recover an excess profit tax of \$6,600 from Lewis H. Jordan and F. G. Baird, stockholders in the firm from which they purchased their elvtr. here. The plaintiffs claim that the firm in Indianapolis which sold the elvtr. several years ago declared it to be free from encumbrance, but after the Earl Park firm had taken possession, it was found that an excess profits tax of \$6,600 had to be paid.

Connersville, Ind.—C. O. Wise and others have organized the Fayette Grain Co. and let the contract to the Reliance Construction Co. for a 30,000-bu. cribbed elevator and a 30x90 one-story and basement warehouse, together with office and wagon scales. The elvtr. will be equipped with the Fairbanks Motor, Fairbanks Automatic Scale, a Western Sheller, a Western Man-lift, a Monitor Cleaner, and a Fairbanks Wagon Scale. The warehouse will be equipped with one N & M six-roller mill for feed and corn meal and a No. 16 Clipper Cleaner, as well as a freight elevator.

Indianapolis, Ind.—The annual outing of the Grain and Hay Club was a great success. O. D. Kendrick was elected president, Carl D. Menzie vice-president, Frank Tompkins secretary, and E. D. Anderson treasurer. The baseball contest was something of a running match, resulting in victory for the "Fats" to the tune of 19-6. However, the real event of the day was a three-round boxing match between John Cardiff, the Irish Wonder, and Ole Swanson, the Terrible Swede, both members in good standing with the Club before the contest started. Cardiff was knocked out in the third round in a way that burst a chicken bladder in his mouth and its contents, chicken blood, ran all over the surrounding landscape, with the result that everyone turned pale and trembled with fear at the results. Inasmuch as later developments proved the affair was only another of Bert Boyd's jokes no one was arrested.

Indianapolis, Ind.—The following concerns have been elected to membership in the Indiana Grain Dealers Ass'n: Shippers: Shirley Bros., Kennard, Ind.; Edwin Haak, Kokomo, Ind.; H. L. McClay, Osgood, Ind.; Carlisle Grain Co., Carlisle, Ind.; Frank Richards, Taylorsville, Ind.; Winkler Grain Co., Rushville, Ind.; Rosedale Elvtr. Co., Rosedale, Ind.; Smith & Campbell, Fillmore, Ind.; Farmers Union Elvtr. Co., Wheatland, Ind.; H. H. Freeman Grain Co., Schneider, Ind.; Lee Wolff & Co., Lakeville, Ind.; G. H. Anderson & Co., Seymour, Ind.; Fayette Grain Co., Connersville, Ind.; Zionsville Grain Co., Zionsville, Ind.; Lapaz Grain Co., Lapaz, Ind.; C. W. Miner & Co., Frankfort, Ind. Brokers: Collins & Swallow, Lake, Ind.; Thornburg Milling Co., Martinsville, Ind.; Markleville Elvtr. Co., Markleville, Ind.; Farmers Grain Co., Liberty Center, Ind. Receivers: Carl D. Menzie Grain & Brokerage Co., Indianapolis, Ind.; J. A. Manger & Co., Baltimore, Md. Broker: Milton Crowe, Frankfort, Ind.—Chas. B. Riley, sec'y.

Indianapolis, Ind.—Edward W. Bassett, pres. of the Bassett Grain Co., has given himself up to Mark Storen, United States marshal. He is indicted by the federal grand jury for knowingly making false and fictitious claims against the quartermaster corps of the United States army. It is charged that he obtained \$1,272.38 thru presentation of bills for payment on hay.



straw which he declares had been delivered to the forage branch of the quarter-master's corps, and which had not been delivered, or was short in weight, according to government. Sixteen of the 22 counts drawn the indictment alleged that false claims against the United States government were presented. Bassett was released under a \$5,000 bond, furnished by his son. Bassett is under indictment in the Marion county criminal court on a charge of forgery, returned by the county and jury several weeks ago. In that case he is alleged to have fraudulently indorsed a check for \$500, using the name of C. F. McVeyre, the check being drawn on the Peoples State Bank. Bassett is asking a jury trial for his charge.

## IOWA

Arragut, Ia.—The Farmers Elevtr. Co. has installed a new 10-ton scale.

Clodora, Ia.—John Potgeter has built an office addition to his elevtr. recently purchased.

Racine (Alden p. o.), Ia.—N. N. Crosby is the new mgr. of the elevtr. of the Farmers Elevtr. Co. Grand Junction, Ia.—D. Milligan Co. is making improvements to its elevtr. to accommodate increased business.

Fontanelle, Ia.—L. R. Goff, assistant cashier of the First National Bank, is mgr. of the Farmers Co-operative Co.

Knierim, Ia.—Mr. Bennett of Fostoria has been elected to succeed John Engleman as mgr. of the Farmers Elevtr. Co.

Eldon, Ia.—An up-to-date 10-ton truck is now installed in the elevtr. of the O. A. Talbott Elevtr. Co.—Frank Lambert.

Ladora, Ia.—An elevtr. costing \$17,000, with a capacity of 40,000 bus. of grain, will be erected here, work to begin at once.

Norway, Ia.—Bernard Brecht has succeeded M. Miller as agt. of the Quaker Oats Co. here. Miller goes to Malta, Ill.

Sioux City, Ia.—F. R. Warrick of Kansas City, Mo., has been elected general mgr. of the plant to be erected by the Terminal Grain Corporation.

Deloit, Ia.—Officers of the Farmers Elevtr. Co. are: H. P. Grill, pres.; Samuel Anderson, vice-pres.; C. F. Jensen, sec'y; and Guy Martin, asst. sec'y.

Sioux City, Ia.—Le Roy D. Godfrey, pres. and general mgr. of the Godfrey-Blanchard Co., has been applied for membership in the Board of Trade.

Collins, Ia.—A. C. Woodings, formerly agent of the Armour Grain Co. at Herndon, Ia., until the elevtr. there was sold, is now in the grain business here.

Keokuk, Ia.—J. C. Hubinger Bros. Co. will build a 36,000-bu. concrete storage to their plant. The Burrell Engineering & Construction Co. is the contractor.

Malcolm, Ia.—The Farmers Elevtr. Co., in need of more room, has bot out the other business the Sam Goetsch Lumber & Grain Co. H. B. McKim is mgr.

Marion, Ia.—J. W. Reusch of Marshalltown is to manage the new co-operative store of the Farmers Elevtr. Co. A new building is in the process of erection.

Cedar Rapids, Ia.—At a recent meeting of the Douglas Starch Co. stockholders it was decided to liquidate. This would indicate that the company will not rebuild here.

Vare, Ia.—R. H. Patterson, for several years mgr. of the Quaker Oats Grain Co. here, has been assigned to take care of the business he recently purchased at Pocahontas, Ia.

Red Oak, Ia.—The grain elevtr. belonging to the Turner Bros. and located on the Burlington railroad burned June 24. Loss, \$20,000; insurance, \$10,000. The plant will be rebuilt at once.

Bussey, Ia.—We have sold our grain, feed, and other business here to Lewis Kendall who is now in charge. The transfer was made June 15.

Wilkin Grain Co., D. G. Swack, local mgr.

Sac City, Ia.—W. W. Cooper, of Bowman, N. D., has succeeded Earl Galbraith as mgr. of the Farmers Independent Elevtr. Co. here. Mr. Galbraith has purchased an elevtr. at Newell, Ia.

Des Moines, Ia.—The Des Moines Elevtr. & Lumber Co. has taken over the elevtr. and grain business formerly conducted by the Des Moines Elevtr. Co. Charles Mabbitt is local mgr. of the new plant.

Walcott, Ia.—Stockdale & Maack, grain dealers here, have dissolved. The company was incorporated for \$100,000. No plans for the future management of the business have been made.

Vinton, Ia.—Charles Donels of Shellsburg will succeed M. J. Collins as mgr. of the Farmers Grain & Co-operative Co. Joe Canier is sec'y, and Wilbur Burk is director to succeed M. J. Collins.

Hampton, Ia.—The large elevtr. belonging to J. R. Reeve, near the M. & St. L. tracks, burned the morning of June 22. The elevtr. had been used only about a year. Loss, \$12,000; insurance, \$5,000.

Swea City, Ia.—The Farmers Elevtr. Co. will not build a new elevtr. At a recent meeting of the stockholders the elevtr. proposition was voted upon with the result of 12 voting negative and 11 affirmative.

Kanawha, Ia.—J. K. Johnson, who has been agent for the Bowles-Kessler Grain Co. here for a number of years, has resigned from his position to retire from the grain business. His successor is T. S. Heggen.

Sheldon, Ia.—Two elevtrs. belonging to the Scott Logan Milling Co. burned the evening of July 2. The city ice plant also burned. Small boys smoking in the ice house caused the fire. Loss estimated at \$25,000.

Herndon, Ia.—The officers of the Farmers Grain & Lumber Co. are: Ed Rothfolk, pres.; J. C. Thompson, sec'y; Isaac Coutts, vice-pres.; R. H. Caslow, treas.—Cleon W. Harkins, mgr., Farmers Grain & Lumber Co.

Randall, Ia.—T. H. Tvedten, who for several years has been a very successful mgr. for the Farmers Elevtr. Co. here, has resigned that position and is now traveling solicitor for W. H. Perrine & Co., Chicago, Ill.

Randall, Ia.—Gerhard Larson, formerly mgr. of the Farmers Elevtr. Co. at Jewell, Ia., has succeeded T. H. Tvedten as mgr. of the Farmers Elevtr. Co. here.—A. McArt, mgr., W. H. Perrine & Co., Des Moines, Ia.

Lytton, Ia.—T. H. French has moved to Des Moines after a successful experience as mgr. of the French Elevtr. Co. He will travel for a grain company at Milwaukee, Wis. Mr. Miller of Lavina succeeds Mr. French.

Indianola, Ia.—The Farmers Co-operative Elevtr. Co. of Indianola has recently been organized. The officers are: James Houghtaling, pres.; Louis Shupert, G. A. Duncan, J. W. Reynolds, and T. D. Nyswonger as directors of the company.

Adair, Ia.—C. G. Wade, assistant mgr. of the Albers Commission Co. for several years, has resigned this position to become mgr. of the Davenport Elevtr. Co. John Doss, who has been mgr. of the Davenport Elevtr. Co., will go to South Dakota.

Oakland, Ia.—We have taken over the business of the Oakland Grain & Coal Co. here. I was formerly with the firm of Snapp, Reid & Co., of Carson, Ia., but I have been out of the trade for several years.—J. S. Campbell, mgr., Farmers Co-operative Co.

Lytton, Ia.—At the annual election held recently by the Lytton Farmers Elevtr. Co. Henry Kruskop was elected pres.; H. Rix, vice-pres.; Carl Cooper, sec'y; Howard Mayclin, E. S. Ringgenberg, Joe Meusburger, Theo. Denise, and Paul Glasnapp, directors.

Atlantic, Ia.—A temporary organization has been formed, looking forward to the permanent organization of a co-operative company. Charles Malone, head of the Malone Seed Co., is pres. and A. S. Ballentine is sec'y of the temporary company, which is attempting to capitalize at \$25,000.

Oyens, Ia.—The elevtr. at this point, owned by the Plymouth Milling Co. of Le Mars, burned June 21. Sparks from a locomotive of an I. C. train apparently were the cause, and a dust explosion followed. The elevtr. building was valued at about \$8,500 on which there was an insurance of \$7,000. The Milling Co. will rebuild at once and try to have a new elevtr. ready for the new crop.

Clutier, Ia.—The elevtr. owned and operated by the Independent Grain & Lumber Co. burned the morning of June 21. Nothing in the elevtr. was saved but office supplies. In the elevtr. at the time were a car load of barley and a car load of oats. The total loss was about \$10,000, partially insured. The company plans to rebuild at once and is figuring on a concrete elevtr. Lightning was the cause of the fire.

Lake Mills, Ia.—The Independent Grain & Lumber Co., a line company with headquarters at Mason City, Ia., has bot the Bratrud Elevtr. from the Eckman Chemical Co. of Omaha. The Chemical Co. had only recently purchased the elevtr. from Ed. Bratrud. The Independent Grain & Lumber Co. expects to make many improvements. The company already owns elevtrs. at Mason City, Hanlontown, Joice, Scarville, Klester, Frost, and Blue Earth.

## SIOUX CITY LETTER.

A. J. Jenkins, formerly with the Udpick Grain Co., is now representative of the L. C. Button Grain Co.

The Western Terminal Elevtr. Co., Terminal Elevtr. Corporation, W. H. Harter & Co., and Bell-Hunting & Co. are new members of the Board of Trade.

The Martens-Ketels Milling Co. has let contracts for the construction of a 50,000-bu. concrete elevtr. adjoining its plant. The Sherman Engineering Co. is drawing plans and the Younglove Construction Co. has the contract for the building.

The Terminal Grain Corporation has voted an appropriation of \$25,000 for the building of a grain drying plant in connection with the new Terminal Grain Elevtr. The new building, to be constructed of concrete, will have a drying capacity of 750 bus. of corn or other grain an hour. The Flanley Grain Co.'s elevtr., being built here, has been designed for a drier which can be added on short notice.

## KANSAS

Lenora, Kan.—J. M. Decker will open an elevtr. soon here.

Louisburg, Kan.—The Louisburg Elevtr. Co. is out of business.

La Crosse, Kan.—B. E. Hall is now in charge of the Moses elevtr.

Lenora, Kan.—Lenora Mercantile Ass'n will open an elevtr. here.

Gypsum, Kan.—T. P. Wheatley is building a 10,000-bu. elevtr. here.

Douglas, Kan.—W. N. Harris is remodeling and enlarging his elevtr.

Chanute, Kan.—The Wickard Grain Co. is installing a set of scales.

Protection, Kan.—E. H. Myers has resigned as mgr. of the Farmers Elevtr. Co.

Humboldt, Kan.—The Dickinson Bros. Grain & Hay Co. is going out of business.

Humboldt, Kan.—E. G. Powell has been hired to manage the A. J. Elevtr. another season.

Black Wolf, Kan.—We are building an elevtr. here.—Ellsworth Mill & Elevtr. Co., Ellsworth, Kan.

Green Leaf, Kan.—W. H. Callaway is excavating for an 18,000-bu. elevtr. to cost about \$11,000.

Edna, Kan.—The Wilson Elevtr. Co. of Coffeyville has subleased the Wildgrube elevtr. from W. S. Wilmoth.

Hutchinson, Kan.—Walter Stile, formerly with the Larabee Co., is now grain buyer for the Gano Grain Co.

Hays, Kan.—The warehouse and machine shed of the Farmers Co-operative Ass'n is to be repaired at once.

Emporia, Kan.—The new elevtr. for C. W. Hoyt has been completed. The capacity of the elevtr. is 15,000 bus.

Kellogg (Winfield p. o.), Kan.—The Farmers Co-operative Co. is building an elevtr. here.—M. C. Herschberger.

Plevna, Kan.—The Hinshaw Grain Co. has sold its elevtr. to the Consolidated Flour Mills Co., of Hutchinson.

Delphos, Kan.—The Lord Grain Co. has installed a new 10-h.p. motor elevtr.—Lord Grain Co., M. E. Fairfield.

Hope, Kan.—W. R. Waring is pres. of the Farmers Co-operative Elevtr. & Supply Co., and H. E. Koepke is mgr.

Madison, Kan.—Machinery and other equipment are being installed in the mill and elevtr. of Soule & Lukens Co.

Selden, Kan.—H. W. Westerman is doing some repairing to his plant.—F. A. Trimble, agt., Wright-Lett Grain Co.

Wilson, Kan.—J. P. Sumners is back working for me, but not as mgr., as I attend to the business myself.—B. W. Kyner.



Lincoln, Kan.—The Farmers Grain Co. has bot the elvtr. formerly owned by the Lincoln County Farmers Union Business Ass'n.

Lost Springs, Kan.—The Farmers Union is planning to build a two-story, brick, semi-fire-proof warehouse, to cost \$8,000.

Dennis, Kan.—The N. Sauer Milling Co. of Cherryvale is building a grain elvtr. here and it will be ready for the new crop.

Cedar Vale, Kan.—L. C. Adam Mercantile Co. plans to build a brick or concrete seed and grain warehouse and sales room.

Parsons, Kan.—The Rea-Patterson Milling Co. has just completed its new building under the able management of Aldo Funston.

Cherryvale, Kan.—The elvtrs. being erected at Dennis and Morehead for the N. Sauer Milling Co. of this city are nearly completed.

Hunnewell, Kan.—We are just completing a 40,000-bu. tile elvtr., fire proof, costing \$12,000.—The Farmers Grain Co., Elmer Hess, mgr.

Larned, Kan.—The Associated Mill & Elvtr. Co. of Kansas City is planning to build a half million bu. elvtr. here, and probably a flour mill.

Columbus, Kan.—We are remodeling our elvtr. and are expecting to handle considerable wheat in the near future.—Wilson-Roberts Grain Co.

Arkansas City, Kan.—The Arkansas City Milling Co. has bot the elvtr. at Hopeton, Okla., belonging to T. C. Cones Grain Co., of Enid, Okla.

Haviland, Kan.—I am taking a position with Kansas Flour Mills at this place, having left the N. Sauer Milling Co. at Patterson.—James Borin.

Clay Center, Kan.—The Snell Mill & Elvtr. Co. is rebuilding its power plant. New boilers and new condensing apparatus are being installed.

Severy, Kan.—The Farmers Union Mercantile Co. has taken over the property and business of the Severy Mill & Elvtr. Co. H. T. Ferguson is mgr.

Hutchinson, Kan.—Ed Huckstep, formerly with the Hinman-Yates Grain Co., is associated with C. D. Jennings in the grain commission business.

Richmond, Kan.—Concrete elvtrs. are being built by the Farmers Co. at Lane, Elm, Colony, and Northcutt, under the supervision of Jess Williams.

Metcalfe (Caldwell p. o.), Kan.—The Caldwell Milling Co. of Caldwell has installed a 4-bu. capacity Richardson automatic scale in the elvtr. here.

Ashland, Kan.—We are putting in ten-ton truck scales at our plants in Sitka and here. Wallingford Bros. are our mgrs.—Farmers Grain & Supply Co.

Anthony, Kan.—C. M. Brown is the new sales mgr. for the Anthony Mills, resigning from a similar position with the Kansas Flour Mills Co. at Enterprise, Kan.

Hoisington, Kan.—E. J. Price and J. E. Callogne, representatives of the Associated Mill & Elvtr. Co., are looking for a site here on which to build a large flour mill.

Lyons, Kan.—The Farmers Union Elvtr. Co. is just completing a flour and feed warehouse. Clarence Phillips of Alden succeeds Tom Caruthers as mgr. of the elvtr.

Spring Hill, Kan.—Rains have delayed work on the elvtr. for the Farmers Union but it is expected that the elvtr. will be completed in time to handle the new crop.

Macksville, Kan.—The Davidson Grain Co. is installing a motor in its elvtr., and the Kansas Flour Mills Co. is installing a new Richardson Automatic Scale.—A. L. McClure.

Caldwell, Kan.—The Caldwell Milling Co. has installed a 20-ton Howe truck scale at its mill. Keats, Kan.—A new elvtr. is being built here by Roy Hulse of the Hulse Lumber Co.

Meade, Kan.—W. W. Gibbons, who was to have been the mgr. of the Pettit Grain Co., changed his plans when the Grain Co. sold out, and is now in the grain business at Hooker, Okla.

Abilene Kan.—I have resigned my position with the Rea-Patterson Milling Co. of Coffeyville Kansas and have moved back here to reopen my business which I closed May 1, 1917, on account of the war. I shall operate as I did formerly, doing a general grain business and representing the Norris Grain Co. in Kansas.—Frank Geoffroy, owner and mgr., Geoffroy Grain Co.

Cimmarron, Kan.—My brother, J. B. English, J. P. Emery of Cimmarron, and I will build an elvtr. here, the firm to be known as Emery-English Grain & Supply Co.—J. G. English, Macksville, Kan.

Cedar Point, Kan.—I am just getting out of the grain business here but expect to engage in it again soon. The Stevens Scott Grain Co. of Wichita has bot my elvtr. and will operate it.—J. L. Wilkin.

Salina, Kan.—The H. D. Lee Mill has been closed for repairs. These include a wheat conveyor and extension of its loading and unloading trackage to triple its facilities for handling this season's crop.

Eureka, Kan.—Arley Burt and John Roby will build an elvtr. here this summer. Work will begin as soon as they can secure a lease from the Atchison, Topeka & Santa Fe R. R. for a suitable site near the tracks.

Wichita, Kan.—Jesse Nabergall, formerly with the Clark Burdick Grain Co. of this city, has organized the Wichita Grain Co. Clarence Lindberg, formerly with the Evans-Williams Grain Co., will be associated with him.

Olathe, Kan.—The Stanley Grain Co. has elected the following directors: E. N. Divelbiss, pres.; J. L. Chaney, sec'y-treas.; Harry Donham, Ralph Williams, C. D. Sechler, and O. H. Beardslee. Work has begun on the 23,000-bu. elvtr.

Chetopa, Kan.—In addition to my interest in the Chetopa Grain Co., I have purchased the Huggins Bros. grain interests and shall conduct both places. Also I shall buy grain for the Goodlander Mills at Fort Scott, Kansas.—G. W. Pratt.

Partridge, Kan.—I have sold my elvtr. to the Partridge Mill & Elvtr. Co. The new owners will build a mill and warehouse and install a 100-bbl. midget mill. The company is incorporated by W. S. Williams and others.—W. S. Williams, mgr.

Manhattan, Kan.—A modern 20,000-bu. elvtr. and warehouse of concrete, all fireproof, equipped with modern machinery for preparing and elevating ground feeds, is being built by the Farmers Union Co-operative Ass'n. L. D. Arnold is the mgr.

Holyrood, Kan.—Having a desire to devote my time to my automobile business, I have leased my elvtr. to E. V. Osman, formerly with the Farmers Grain & Coal Co. of St. John, Kansas. The business will be conducted under the firm name of Baker Grain Co. Mr Osman is in charge.—G. L. Baker

Corning, Kan.—The Farmers Co-operative Business Ass'n has an elvtr. in the process of construction. Mgr. has not been hired. Board of directors: Ed. Allen, pres.; John Freel, vice-pres.; J. McEnamy, F. W. Holsapple, L. L. Newland, F. D. Steele, Sr., and T. A. Cunningham, sec'y.—T. A. Cunningham.

Linwood, Kan.—The officers of the newly organized Linwood Elvtr. Co. are: H. L. Kuncce, of the Kemper Grain Co., Kansas City, pres.; T. W. Martin, of Linwood, sec'y-treas.; and H. C. English, mgr. Work has been started on the elvtr and it is hoped to have it completed by July 15. It will have a capacity of 15,000 bus.

Meade, Kan.—We shall operate under the firm name of Meade Elvtr. Co. in conducting the business of the L. H. Pettit Grain Co. elvtr. which we recently purchased. The capacity is about 32,000 bus. and no changes will be made now. I shall manage it from Coldwater, Kan., and J. C. Litz is local mgr.—Walter R. Johnson.

Morganville, Kan.—The licenses of the Federated Mills Co. and the Silver Grain Co. were revoked on June 4 because of the failure of the milling company to file its report for the milling period ended June 30, 1918. The license of the Silver Grain Co. was revoked on account of the connection between the two companies, which appear to be identical.

Sylvia, Kan.—The Larned Mill & Elvtr. Co., Larned, Kan., and the Sylvia Milling Co., Sylvia, Kan., have made application for a state charter to organize a new corporation to include both companies, to be known as the Sylvia & Larned Milling Co. Capital stock is named as \$200,000. The main office will be here. The officers are: John Stephans, pres., and R. Romer, sec'y-treas.

Ft. Scott, Kan.—The Mead Grain Co. of Nevada, Mo., and Moss & Ewing, of Nevada, have formed the Moss-Mead Grain Co., incorporated for \$75,000. Chas. Moss is pres.; J. D. Mead, vice-pres.; F. U. Ewing, treas.; and A.

G. Sullivan, sec'y and general mgr. The headquarters are at Nevada, Mo. This will in no way affect the Mead Grain Co. at Ft. Scott.—J. D. Mead.

Sterling, Kan.—The Ross Flour Mills Co. has been organized for the purpose of building a mill here. F. W. Ross, a banker, is the leader of the enterprise. He is a brother of George W. Ross, until recently chief grain inspector of Kansas, who will probably be interested in the new company. Sterling has been without a flour mill since the burning of the H. J. Arnold mill several years ago.

Harper, Kan.—Soon we shall have completed an 18,000-bu. tile, fireproof elvtr. We are also erecting an iron-clad 40 by 60 warehouse. We are installing Eureka Cleaner No. 5, two electric motors, Richardson Automatic Scale. Our officers are: J. L. Maninger, pres.; Homer C. Perry, vice-pres.; E. D. Oldfarher, sec'y; and C. A. Miller, treas.—Luther Martin, mgr. Harper Farmers Union Co-operative Business Ass'n.

Hutchinson, Kan.—The Hugoton Elvtr. & Warehouse Co. has changed its name to the Security Elvtr. Co. The company will remain the same, but the capitalization is increased to \$150,000. The company has purchased six more elvtrs. at Guymon, Liberal, Hayne, Minneola, Joy, and Ford. This makes a total of fifteen elvtrs. owned by this company, with an aggregate of 20,000 bus. capacity. This is in addition to the large terminal elvtr. now under construction in Hutchinson.

Ludell, Kan.—At the annual meeting of the Ludell Equity Co-operative Exchange, all the directors but one were retained. The board of directors includes: E. G. Nelson, pres.; Verne Cheesmore, vice-pres.; R. H. Holle, treas.; August Samson, Harry Larson, Hry Wicke and Fred Kuhlman. The improvements decided upon are: new wagon dump, new wagon scales to take care of truck haulage, new modern warehouse with concrete basement up to the car floor for fruit and potatoes, and on top of that a substantial building for machinery, flour, cement, salt, feed, and wire; lining of elvtr. J. C. Von Engeln, sec'y, has been hired again for the coming year as mgr.

## KENTUCKY

Glendale, Ky.—The Glendale Mill & Elvtr. Co. has been incorporated.

Louisville, Ky.—S. Thruston Ballard has bot the interest of his late brother, Charles T. Ballard, and is now the sole owner of the Ballard & Ballard Mill. Breaux Ballard, son of the deceased partner, has resigned as vice-pres. and general mgr. of the firm. He has no plans for the future. G. A. Breaux will remain with the company as vice-pres., and S. Thruston Ballard will continue as pres.

Paducah, Ky.—The Paducah Bonded Warehouse has greatly extended its business. C. C. Davis and J. H. Davis of the Paducah Milling Co. have become associated with A. W. Roach, mgr. of the warehouse, successor to Captain James Koger, resigned. The new firm will begin a wholesale business in grain, hay, feed, flour, and meal, all of which will be in addition to the bonded warehouse and business. The warehouse has a bin capacity of 50,000 bus. and a floor capacity of 150,000 bus. The building is a five-story brick with twenty-one floors well equipped for general storage. It is located on the I. C. R. R., and on the Ohio and Tennessee Rivers.

## MARYLAND

Chestertown, Md.—J. G. Metcalfe, grain dealer, is contemplating the erection of a concrete elvtr.

## BALTIMORE LETTER.

Edgar Holbein and Christopher S. Thomas have applied for membership in the Chamber of Commerce.

We have leased and control the Cecil Milling Co. at North East, Md., formerly the North East Milling & Mfg. Co.—H. E. Wack & Co., Inc.

J. Lee Murphy, for many years with the grain exporting firm, John T. Fahey Co., has applied for membership in the Chamber of Commerce.

New members in the Chamber of Commerce are: Herbert Sheridan, Arthur S. Jackson, Robert J. Kjarsgaard, Harry B. Watson, Benj. Frisch, W. R. Wiest, C. E. Mears, Salvatore Savarese. Memberships transferred are those of Paul G. L. Hilkin and George R. Sinnickson.



he Norris Grain Co. of Maryland has filed petition for dissolution. It has ceased to do business and has no assets or liabilities. The shareholders are: James Norris of Chicago, Ill.; Walter Trappe of New York, Robert Ambler of Chicago, and Robert J. Hanley of Chicago.

A new firm operating under the name of Pett & Lyon began business here July 1 as grain dealers. The members of the firm are James W. Lyon, Jr., and D. Yulee Huyett, both expert grain men. Mr. Lyon has made application for membership in the Chamber of Commerce.

Capt. J. A. Peterson, of the Western Maryland, Baltimore, and Ohio elvtrs. here, is issuing daily report to cover the various operations of the houses under his direction. In these reports he shows the number of cars of grain in the different yards, the number of cars loaded, unloaded, the names of the boats loading, loading, and waiting to load, with the cargo each, and a general history of the day's proceedings.

## MICHIGAN

Kalamazoo, Mich.—We have a 30,000-bu. elvtr. Glenn B. Kent Grain & Produce Co., Glenn B. Kent.

Lansing, Mich.—We have opened up an office here for the jobbing of all grains and beans.—Jenkins Grain Co.

Blissfield, Mich.—B. T. Craig is in charge of the grain department of the Farmers Co-operative Grain & Produce Co.

Tucson, Mich.—The Mason Co-operative Shipping Ass'n is promoting a co-operative company to build an elvtr. here.

Detroit, Mich.—Walter J. Stegmeyer has returned from France and is back in his position with the Burdick-Thomas Co., in the cash in department.

Turkey, Mich.—Mrs. Marble, mother of George Marble, prominent grain man, died recently. Marble is now located in the East, traveling out of Philadelphia for Taylor & Bournique.

McBain, Mich.—Jay H. Taylor has succeeded E. Schepers as local mgr. of the elvtr. belonging to the McBain Grain Co. Mr. Schepers the new superintendent of the elvtrs. and rehuses owned by the Chatterton interests of Lansing.

## MINNESOTA

Doland, Minn.—B. H. Roberts is no longer agent for the Atlas Elvtr. Co.

Chandler, Minn.—E. W. Eaton is the new mgr. of the Chandler Farmers Elvtr. Co.

Leedsley, Minn.—Lightning did slight damage to the elvtr. belonging to Dittes Bros.

Lowry, Minn.—The Farmers Elvtr. Co. is planning to remodel its elvtr. this summer.

Madison, Minn.—Math Heinzen and Leonard Johnson have bot out the Security Elvtr. Co.

First Island, Minn.—The Knutson & Tinnels Elvtr. Co. has changed to the Knutson Elvtr. Co.

Virock, Minn.—V. K. Dayton has succeeded Vandergraff as mgr. of the Farmers Elvtr.

Waverly, Minn.—The Cargill elvtr. here has been remodeled this spring.—E. H. Learned.

Wells Plaine, Minn.—The capital stock of the Farmers Elvtr. Co. will be increased from \$10,000 to \$20,000.

Woodward, Minn.—Work has just been commenced on the elvtr. for the Farmers Co-operative Elvtr. Co.

Worthington, Minn.—The Farmers Grain & Fuel has built a new coal shed and office.—O. Ebbesen, mgr.

Worthington, Minn.—David Askegaard died in the hospital following an operation. He was a well known grain dealer.

Forest Lake, Minn.—We have built an addition to accommodate our new 50-bbl. Midget level Mill.—Peter Berg.

Worthington, Minn.—The Red Lake Falls Mill Co. is building a 25,000-bu. elvtr. here. D. F. McGee & Co. have the contract.

Worthington, Minn.—The Equity Co-operative Exchange at this point has let the contract for building of a \$15,000 elvtr.

Northfield, Minn.—The L. G. Campbell Milling Co. has sold its flour mill property here to the Theobald Milling Co. of Cleveland, Ohio.

Kasson, Minn.—The Farmers Elvtr. Co. is considering reorganization upon the patronage dividend basis. The mgr. is C. M. Beeman.

Ivanhoe, Minn.—The Farmers Elvtr. has purchased and taken possession of the elvtr. formerly owned by the Springfield Milling Co.

Duluth, Minn.—George Dion of the Hallett & Carey Co. has applied for membership in the Board of Trade on transfer of J. M. O'Gorman.

Tracy, Minn.—The Farmers Elvtr. Co. is planning to make extensive repairs on its elvtr. Daniel Zellner is mgr. and Lester Fetch is sec'y.

Maple Plain, Minn.—The Farmers Elvtr., recently organized, have bot the McGuire-Healy Co. elvtr. Levi Carlson is the mgr. of the new company.

Lakeville, Minn.—The Federal Grain Co. of St. Paul has bot the elvtr. here of J. J. Hynes, of Rosemount. The new owners will open for business July 15.

Charlesville (Tintah p. o.), Minn.—Francis Flynn, of Tintah, Minn., is grain buyer for the St. Anthony & Dakota Elvtr. Co., taking the place of Mr. Sorenson.

Mankato, Minn.—C. A. Nachbar, who has been in charge of the business of the Byrnes Bros., grain, coal, and feed dealers, has bot an interest in the firm.

Searles, Minn.—A movement is on foot for the organization of an Equity Co-operative Exchange which would buy the elvtr. here operated by the Eagle Roller Mills Co.

Doran, Minn.—The Doran Grain Produce Elvtr. Co. is raising its house, putting in a concrete foundation, new pan, 8 by 8 by 22 feet, new boot and distributing spout, and automatic scale.

Fergus Falls, Minn.—The elvtr. of the Red River Milling Co. was destroyed by a tornado recently. C. R. Anderson, mgr. of the mill, said that the loss would amount to about \$30,000.

Faribault, Minn.—The Farmers Co-operative Elvtr. Co. is installing a cleaner and drier, and a heating plant for the office. The mgr. is E. E. Pettys, and the assistant mgr. is L. H. Dickey.

Annandale, Minn.—The Farmers Elvtr. Co. is building a 20,000-bu., eleven-bin elvtr. on the Soo line to replace the elvtr. that burned in April. D. F. Hoag & Co. have the contract for the work.

Comfrey, Minn.—The Farmers Elvtr. Co. is remodeling its elvtr. It is building a new flour and cement house, repairing scales, installing a new dump, and building a new office.—Chas. Lampin, mgr.

Tracy, Minn.—The elvtr. of the Rialson & Son Elvtr. Co. is to be greatly improved this season. A new wagon and truck dump and a new 5-ton scale will be installed. A general overhauling is included in the improvements.

Stephen, Minn.—The Farmers Co-operative Elvtr. Co., recently organized, has elected the following officers: T. Thorkildson, pres.; S. D. Lincoln, vice-pres.; and D. Eastburn, sec'y. The company plans to build a 50,000-bu. elvtr.

Kanaranzi, Minn.—The Kanaranzi Farmers Elvtr. Co. has made plans to raise its elvtr. building, remodel and improve it for the purpose of increasing its capacity. The improvements will involve an expenditure of \$3,400.

Essig, Minn.—The farmers of this community are planning to organize an elvtr. company. The Eagle Roller Mill Co., and Bingham Bros. of New Ulm, Minn., operate elvtrs. here, and it is the plan of the farmers to purchase one of these.

Barnesville, Minn.—The Barnesville Farmers Elvtr. Co., at the annual meeting, voted to amend the company's charter so as to make the company a co-operative concern under the provisions of chapter 381, passed by the last legislature.

Nicollet, Minn.—The Nicollet Farmers Exchange and the Atlas Elvtr. Co. own and operate elvtrs. here. H. L. Wentzloff is the mgr. of the Atlas Elvtr. Co. The elvtr. has a capacity of about 20,000 bus., and is operated by a Fairbanks Morse Engine. Extensive improvements are being made, including repairing foundation, replanking scales, changing spouting, building a new driveway and platform in

front of the coal sheds. A new roof will be put on the office.

Comfrey, Minn.—The Englund Grain Co., composed of local men, has bot the Bingham Bros. elvtr.—Chas. Lampin, mgr., Farmers Elvtr. Co.

Withrow, Minn.—The Producers Elvtr. Co. incorporated; capital stock, \$2,000; incorporators: C. C. Chambers of St. Paul, J. F. O'Meara, R. T. Hart, and others.

Ruthton, Minn.—The underpinning of the elvtr. of the Farmers Elvtr. Co. is giving away. As soon as this was discovered, plans and specifications for a cement elvtr. were considered and the company will erect a modern elvtr. to cost about \$20,000.

Cannon Falls, Minn.—John A. Hosmer and son of La Crosse have bot the flour mill here from C. F. Wienke. They will operate under the firm name of Cannon Falls Milling Co. The new owners will make extensive improvements on the elvtr. and install new machinery.

St. Paul, Minn.—At the last session of the legislature a law was passed relating to public warehouse sites on the right of way of railroads, which reads: Section 1. Any person, firm or corporation desiring to construct and operate a public warehouse, or to continue the operation of such warehouse where the same is already constructed, upon the right of way of any railroad, if unable to agree with the person, firm or corporation operating such railroad upon the site for such warehouse, or the compensation to be paid therefor, may file a verified complaint with the Railroad and Warehouse Commission setting forth the facts and requesting the Commission to establish the location of the site for such warehouse or the compensation to be paid therefor, or both, as the case may be. Such complaint shall be served upon such railroad company and twenty days, exclusive of the day of such service, shall be allowed for answer. After the time for answering has expired the Commission shall fix the time and place for a hearing and give at least ten days' notice thereof to both parties. Sec. 2. The hearing shall be held pursuant to such notice and thereafter the Commission, if it finds that the complainant is entitled thereto, may make an order establishing the location of the site for such public warehouse, at a suitable place within the outside switches at any station or siding, and fixing the reasonable annual compensation to be paid therefor. Where such warehouse is already established upon such right of way and the compensation therefor is not fixed by order of the Commission or by contract, the Commission may fix the reasonable compensation to be paid for the occupation thereof. Approved April 25, 1919.

## MINNEAPOLIS LETTER.

Ted Welsh, of E. L. Welsh & Co., left June 30 for a two weeks' vacation.

W. A. Poehler, of the Pacific Elvtr. Co., has been on a vacation in northern Minnesota.

George Gackle, of the Gackle Grain Co., was married recently to Mrs. Martha Hiller of this city.

J. S. Eales and Edward C. Prescott have applied for traveling representatives' licenses to represent the Godfrey-Blanchard Co.

H. Poehler & Co. are making some interior improvements in the offices, designed to give more room and better arrangements.

Earle H. Johnson, formerly with I. L. Corse & Co., and the Minneapolis agency of the Food Administration, is now a trader for Quinn Shepherdson Co.

J. L. Ewing, recently mustered out of service, formerly connected with the Farmers Elvtr. Co., Doland, S. D., is a traveling solicitor for the Brown Grain Co.

E. A. Cawcutt, who recently returned from service abroad, has sold out his interest in the Northern Grain Commission Co. and is now vice-pres. of C. C. Wyman & Co.

In the absence of G. R. Martin, of the Brooks Elvtr. Co., and family from their town home, thieves entered and stole \$2,000 worth of property. Mr. Martin and his family were at Lake Minnetonka.

R. B. McLean, of the R. B. McLean Grain Co., Ltd., Winnipeg, has purchased a membership in the Chamber of Commerce Ass'n. He and J. H. Riheldaffer, formerly mgr. for McCabe Bros. Co., have formed a new grain commission business, to be known as the R. B. McLean Grain Co. Mr. Riheldaffer will have charge of the office here and Mr. McLean will look after the Canadian interests.



Several changes have been made in the firm of Chas. E. Lewis & Co. J. E. Fritsche has retired, Leonard S. Allen is now a member of the firm and T. J. Cassidy is manager of the Chamber of Commerce office.

Cliff Sawyer, who has been traveling for the Moering Grain Co., Milwaukee, Wis., has accepted a position with C. C. Wyman & Co. as traveling representative. His territory will be Minnesota and North Dakota.

The estate of the late George C. Bagley, of the George C. Bagley Elvtr. Co., has paid the state of Minnesota inheritance taxes of \$11,951. The widow was given \$15,000 annuity, and the rest of the estate of \$553,347 was left to the son, Ralph Bagley.

The following requests for transfer of memberships in the Chamber of Commerce Ass'n have been posted: From E. A. Patton to H. F. Shepherdson, J. R. Stewart to H. O. Mott, A. O. Cornwell to R. B. McLean, A. C. Gary to Jesse L. Smith, W. G. Ainsworth to R. E. Tearse.

J. B. Gillfillan is back in Minneapolis. He sold out his grain business here to take up Red Cross work in France and later became associated with a newly organized trust company in New York City. While his plans for the future are not definite, he may re-engage in the grain business.

Authorities at the University of Minnesota are inaugurating a campaign to prevent the appearance of the Australian wheat disease, "take-all," in Minnesota. Examination of samples has found no traces of the disease. Two men from the University are soon to examine the winter wheat in southern Minnesota, and every county agent has been asked to be on the look-out for signs of the disease.

## MISSOURI

Nevada, Mo.—A large concrete elvtr. is being built by the Farmers Union.

Forest City, Mo.—H. E. Combs has resigned as mgr. of the Farmers Elvtr. Co.

Butler, Mo.—C. E. Browning is mgr. of the recently organized Farmers Elvtr. Co.

Conception, Mo.—The Conception Elvtr. Co., B. V. Kirby, mgr., is building an elvtr.

Gilliam, Mo.—G. L. Mayfield of Mt. Leonard, Mo., is the new mgr. for the Farmers Mill & Elvtr. Co.

De Soto, Mo.—We have built an elvtr. of 15,000 bus. capacity.—R. W. Marsden, mgr., Farmers Elvtr. Co.

Jefferson City, Mo.—Henry H. Schulte, connected with the Dulle Milling Co. for forty years, died suddenly at the age of 71 years.

Forest Green, Mo.—The Forest Green Farmers Elvtr. Co. has been granted a charter. The capital stock of the company is \$2,000.

Floyd, Mo.—S. J. Todd and James Pemberton have formed the Floyd Elvtr. Co., and have completed the erection of a 15,000-bu. elvtr.

Daugherty (Eight Mile p. o.), Mo.—R. D. Noell is installing a Trapp Combination Auto Truck and Wagon Dump in his elvtr. here.

Amsterdam, Mo.—The Blake Lumber & Grain Co. is improving its elvtr., installing equipment and increasing storage.—H. F. Sawyer, agent.

Lebanon, Mo.—Dean M. Martin is building an elvtr. to take the place of the one that burned April 19.—D. D. Frederick, Dove, Mo.

Tracy, Mo.—The A. J. Elvtr. Co. of St. Joseph, Mo., is operating a 60,000-bu. elvtr. here, located on the C. & R. I. R.—Eugene F. Jones, mgr.

Slater, Mo.—The Farmers Elvtr. Co. is now incorporated under the name of Co-operative Ass'n No. 1. J. H. Armstrong is mgr. of the new company.

Monett, Mo.—The Monett Mill & Elvtr. Co. is enlarging its warehouse by the addition of a 42 by 94 foot storage house in which to store flour and feed.

Wright City, Mo.—Following are the officers of the Farmers Elvtr. Co.: Aug. Niemann, pres.; Robert L. Kuhn, vice-pres.; and Herman Koopmann, sec'y and mgr.

Canton, Mo.—After twenty-four years of service, Capt. A. Haney has resigned from the grain firm of Haney & Wiss. J. H. Wiss and sons will carry on the business.

Nelson, Mo.—The following are the officers of the Farmers Co-operative Grain Co.: G. T. Jenkins, pres.; Hall Williams, sec'y; R. H. Jopling, mgr. and treas.—R. H. Jopling.

Speed, Mo.—The Speed Farmers Elvtr. Co. has incorporated with the following officers: A. H. Eichelberger, pres.; L. V. Wendleton, vice-pres.; John C. Shackelford, sec'y; and V. A. Worts, mgr.

Carrollton, Mo.—County Agent R. D. Jay has resigned his position in Carroll county to be mgr. of the Union Grain & Supply Co., which will open its elvtr. at the Burlington depot soon.

Whiteside, Mo.—The Missouri Farmers Club has bot the elvtr. formerly belonging to the Whiteside Elvtr. Co., for \$10,400. The Club will secure the services of competent men to manage the elvtr.

Treloar, Mo.—Mr Buescher has sold his elvtr. to the farmers. The following comprise the board of directors: Thomas Clyde, Chas. Koch, O. H. Nienkamp, William Scharnhorst, and Hugo Hasenjaeger.

Versailles, Mo.—Our elvtr. has a capacity of 17,000 bus., situated on the Mo. P. R. R. and R. I. R. R. The officers of the company are: H. E. Sims, pres.; George A. Brown, vice-pres.; W. K. Hunter, treas.; and M. F. Hargett, sec'y.—Morgan County Elvtr. Co.

Overton, Mo.—The elvtr. being erected under my supervision is owned by and will be operated by the Wooldridge Milling & Elvtr. Co., Wooldridge, Mo. The elvtr. will have a capacity of 15,000 to 20,000 bus.—J. N. Sartain.

Nishnabotna, Mo.—Dick Gross of Tarkio and Will Luhrs of Rock Port will build an elvtr. here with capacity of 6,000 bus. Mr. Gross has interest in elvtrs. at Fairfax and Tarkio. His new elvtr. will be managed by E. McNeil, now his agent at Fairfax.

Charleston, Mo.—The Charleston Milling Co. is repairing and improving its plant in South Charleston. The office has been moved across the street, new buildings are being erected in the mill yard, and a third spur put in to make better loading facilities.

Hunnewell, Mo.—Work on elvtr. for the Farmers Elvtr. Co. is nearing completion. It is equipped with 12 bins, sheller and cleaner, two legs, auto scales, manlift, 2 motors. A large warehouse is also part of the plant. J. D. McClean & Co. have the contract.—J. D. McClean.

Sikeston, Mo.—Southeastern Missouri grain dealers to the number of 40 met here recently to discuss the problem of handling grain under the new regulations. M. U. Norton, sec'y of the Missouri Grain Dealers Ass'n, presided. D. L. Boyer, formerly sec'y of the Ass'n, was the principal speaker. He explained to the dealers the conference in New York with Mr. Barnes.

Pilot Grove, Mo.—The Pilot Grove Farm Club has organized with the following officers: C. B. Sly, pres.; A. C. Harriman, vice-pres.; J. J. Maddox, sec'y; and E. B. McCutchen, treas. The organization, on a co-operative basis, plans to capitalize at not less than \$25,000, and plans also to handle this year's crop of wheat and corn. It will either buy an elvtr. or build one in the very near future.

## KANSAS CITY LETTER.

Edgar H. Sullivan has applied for membership in the Board of Trade on the transfer of membership of E. R. Kidder.

Paul J. Mathews, formerly a Kansas City flour salesman, is solicitor of eastern orders for milling wheat, with Dilts & Morgan.

J. B. M. Wilcox, sales mgr. of the Ismert-Hincke Milling Co. since 1906, has resigned to become general mgr. of the Seaboard Milling Co.

The Aylsworth Grain Co. has changed its name to Federal Grain Co. and will continue to do a general grain business, both domestic and export.

The Hinds Grain Co. has added a flour and mill-feed department to its business. Douglas M. Cain, former mgr. of the Cain Mill Co. of Atchison, Kan., has charge of the new department.

The H. S. Masters Brokerage Co. has recently organized to handle grain and mill products in Kansas City. H. S. Masters, head of the company, was formerly with the Western Grain Co. here.

J. B. Mitchell, who has been a traveling salesman for a mercantile house for the past ten years, is now traveling for the Morrison Grain Co. His territory will be Kansas, and headquarters will be here.

R. T. Brook, charged with misappropriation of \$2,500 belonging to the Nelson Grain Co., by whom he was employed, was discharged by Justice Shepard, after the state had presented its case. The court held that there was not sufficient evidence to hold Brook to the criminal court.

Martin Hicks, who has represented us on the road since about 1897, will again travel for us this season. In the point of years of service Mr. Hicks is the oldest Kansas City grain traveling solicitor. R. D. Wallace also will represent us on the road.—W. S. Nicholson Grain Co., Robert Nicholson.

The Kemper Grain Co. has opened offices at Lawrence, Kan., Chanute, Kan., Kingman, Kan., Beloit, Kan., and Marysville, Kan., with the view of keeping their customers more fully advised by telephone of market conditions, which information will be supplied them by the central office here.—The Kemper Grain Co., W. A. Hinchman, pres.

The following membership certificates in the Board of Trade have been posted for transfer: Harry G. Randall, Midland Milling Co., to Charles H. Kensler, office mgr. of the same concern; George A. Aylesworth to Peter E. Bowers of the Vanderslice-Lynds Co.; I. H. Blood to Frank W. McCoy, Mr. Blood, formerly mgr. of the Kansas City office of the Beyers Grain Co., has become associated with the Blood-Pickerell Grain Co., Wichita, Kan.

## ST. JOSEPH LETTER.

C. A. Addington has resigned as mgr. of the Keystone Elvtr. & Grain Co.

J. M. Flynn, pres. of the Mid-West Grain Co., has just returned from an extensive trip in the northwest.

J. F. Herries of Pawnee, Neb., has opened offices here. The new firm will operate under the name of Herries Brothers Grain Co., in the wholesale grain and seed business.

The motors and machinery of the new unit of the Larabee Mills are in place, and the plant will be in operation very soon. The capacity of the mills is doubled by the addition, and 6,000 bbls. of flour will be each day's output. The cost of the new unit is \$500,000. J. C. Hilt is mgr.

Representatives from Kansas, Missouri, Nebraska, and Iowa, met for conference at the Lotus Club, Lake Contrary, June 25. The conference was concerned with the handling and storing of the 1919 wheat crop, and with other matters relative to the grain trade. D. F. Plazek, agent of the United States Grain Corporation, was one of the speakers. Between 250 and 300 visitors were present at the conference, guests of St. Joseph grain dealers who were hosts at a seven o'clock banquet.

## ST. LOUIS LETTER.

T. F. O'Meara is no longer with Morton & Co.

The fee for transferring memberships in the Merchants' Exchange has been increased to \$500.

B. F. Jostes has bot an interest in the Hunter Grain Co. and will assist Mr. Hunter in the handling of cash grain on the floor.

Charles L. Niemeier, W. G. Edwards, and Frederick Chamberlain have been appointed by the Merchants Exchange as a committee to see that the 200,000 trading rule on corn is enforced.

The Vincent M. Jones Commission Co. has been absorbed by the Producers Grain Commission Co., with a paid up capital stock of \$100,000.—Vincent M. Jones, mgr., Producers Grain Commission Co.

N. L. Moffitt has been appointed by the grain men of this city to act as chairman of the to arrive rules com'te, and has been instructed to interpret the rules and regulations for the trade with the idea of putting them into effect at once.

The offer of the William J. Lemp Brewing Co. to grain trade in St. Louis to convert one of its elvtrs. with a storage capacity of 750,000 bus into a public warehouse has been withdrawn. It was reported that a St. Louis grain firm, operating elvtrs. here and elsewhere, was planning to take over the Lemp elvtr.

The members of the Merchants Exchange July 3 defeated an amendment to paragraph 7, of Section 2, of Rule VIII, to make it read "On and after July 5, 1919, regular contract for oats for future delivery shall be for 'Contract' oats, and on such contracts, a tender of any or all of the following grades shall be sufficient: No. 1 white oats, No. 2 white oats, No. 3 white oats, provided, however, that on all No.



white oats so tendered three cents per bushel will be deducted from the contract price."

Brinchmann Hansen, a representative of the Sommerschield & Co., Kristiania, Norway, a large grain and flour importing house, visited the Merchants Exchange recently and made arrangements for large purchases of grain in flour.

L. Warren, formerly with the Orthwein-Atchette Co. at Atchison, Kansas, is representing the Clayburn Commission Co. on the board of the Merchants Exchange. The Clayburn Commission Co. has opened a new office at Springfield, Mo.

Philip Rothrock, supervisor of the Bureau of Markets, has resigned and will go into the cash business with the Graham & Martin Grain Co. on July 15. His successor has not yet been appointed. He has been with the Department of Agriculture for the past ten years.

## MONTANA

Cut Bank, Mont.—Fire did \$500 worth of damage to the elvtr. of the Equity Co-operative Ass'n on June 27.

Froid, Mont.—Work is progressing rapidly on the remodeling of the elvtr. belonging to the Farmers Elvtr. Co.

Raymond, Mont.—The elvtr. belonging to the Montana & Dakota Elvtr. Co. and one belonging to the Equity Society, burned recently.

Synum, Mont.—J. C. Kramer, mgr. of the Equity Co-operative Ass'n, has resigned his position and will move to Great Falls to assume management for the McCaull-Dinsmore Co.—J. Saterlie, sec'y.

Reedpoint, Mont.—Do not think we shall argue with the Grain Growers. We have managed our business successfully for four years, and see no reason for changing methods.—Reedpoint Farmers Elvtr.

Roundup, Mont.—W. B. Woodman, in charge of the Farmers elvtr. for several years, has resigned. He and Charles Lord will have charge of the Farmers mill in Billings, Mont. Vern Lowe will take charge of the grain business here.

Missoula, Mont.—W. C. Wilkes is now mgr. of the Ravalia branches of the Northern Grain & Warehouse Co. He has been assistant to the district director of the U. S. Railroad Administration and at one time was traffic mgr. of the Spokane, Portland & Seattle Ry.

Great Falls, Mont.—July 16 is the date set for the hearing by the Montana grain grading, inspecting, and warehousing commission, at which all rules for grading and inspecting Montana grain will be formulated. Millers, grain dealers, and farm organizations have been invited to appear or to send representatives to this meeting, as the commission expressly desires to hear all persons interested before final rules are made. Among the members of the commission are: John M. Davis, of Bole; Thomas S. Hunt, of Broadview; and Charles D. Greenfield, commissioner of agriculture and publicity.

## NEBRASKA

Straussville, Neb.—The Farmers Elvtr. Co. has been dissolved.

Shubert, Neb.—John Mayer has sold his elvtr. here to Tom Howard.

Colon, Neb.—The elvtr. for the Nye-Schneider-Fowler Co. has been completed.

Stockville, Neb.—Mr. Elliott of Parks, Neb., is the new mgr. of the farmers elvtr.

Marion, Neb.—Fred Dow has been hired as mgr. of the Marion Equity Exchange.

Hastings, Neb.—Theo. Schultz is in charge of the elvtr. of the Updike Grain Co. here.

Bloomfield, Neb.—F. H. Crahan is mgr. of the Farmers Union Elvtr. Co.—F. H. Crahan.

Osceola, Neb.—The Farmers Grain Co. is installing a set of platform scales in its elvtr.

Harvard, Neb.—P. L. Thompson of Gresham is the new mgr. of the Updike Grain Co. elvtr.

Diller, Neb.—Milo Hurley, of Lawrence, Neb., is the new mgr. for the Central Granaries Co.

Preston, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$50,000.

Tecumseh, Neb.—The Farmers Union Co-operative Ass'n will build a new store near its elvtr.

Hardy, Neb.—The elvtr. of the Farmers Elvtr. Co. will soon be completed. The building is 72 feet high.

Belvidere, Neb.—Albert Pike of Hebron, Neb., is mgr. of the Farmers Elvtr. Co. recently organized here.

Ord, Neb.—Bill Wright has gone to North Loup, Neb., to be mgr. of the George E. Johnson & Co. elvtr.

Chappell, Neb.—C. L. Bartlett has succeeded C. H. Bennett as mgr. of the elvtr. of the Farmers Elvtr. Co.

Liberty, Neb.—At the annual meeting of the Liberty Grain Co., O. S. Dalton was elected treasurer to fill vacancy.

Omaha, Neb.—E. A. Lucke, formerly mgr. of the Stockham Grain Co., is now connected with the Moriarity Grain Co.

Grand Island, Neb.—Will Woodhead, of Aurora, Neb., is bookkeeper and assistant mgr. of the Highland Grain Co.

Kinney, Neb.—We sold our elvtr. to the farmers who took possession July 1.—Kinney Grain Co., F. V. Cummis, mgr.

Lodge Pole, Neb.—W. D. Russell, who has been mgr. of the Farmers Elvtr. at Wilbur, Neb., has bot an elvtr. here.

York, Neb.—The J. B. Foster Grain Elvtr. Co. has been sold to the York Milling Co., possession being given immediately.

Bertrand, Neb.—We are installing a 11-ton Fairbanks Truck Scale.—Bertrand Equity Exchange, Theo. Holzapple, mgr.

Monowi, Neb.—A. P. Brown has given up his position with the Nye-Schneider-Fowler Elvtr. Co., and has gone to Kansas.

Beatrice, Neb.—The Farmers Co-operative Elvtr. Co. here will install a Moffitt Automatic Truck Dump in its new elvtr.

Fairbury, Neb.—I have recently assumed the management of the Farmers Elvtr. here, purchased from Vanier.—John Botts.

Omaha, Neb.—Russell Mallohan of Holbrook, Neb., will represent the Bewsher Co. of this city in its western territory.—Russell Mallohan.

Monroe, Neb.—Work of making a number of changes and remodeling the interior of the elvtr. of the Monroe Farmers Ass'n will soon be under way.

Geneva, Neb.—The B. Koehler Grain Co., owning a string of elvtrs. in this vicinity, has installed a Moffitt Automatic Truck Dump at this station.

Grant, Neb.—The Farmers Equity Corporation has dissolved and sold to the Kellogg Grain Co. of Denver. The elvtr. will be opened for business soon.

Scottsbluff, Neb.—The Farmers Union Storage Co. is planning to build a warehouse and an elvtr. to supplement its plant because of increased business.

Hastings, Neb.—C. W. Frank has been transferred from the office at Fairfield, Neb., to the head office of the Nebraska Farmers Union Ass'n at this place.

Valparaiso, Neb.—We are building a vitrified hollow tile elvtr. of 22,000 bus. capacity that will be completed in about two weeks.—Valparaiso Grain & Lumber Co.

Steinhauer, Neb.—Ed. Brown of Pawnee has bot the old Schroff elvtr. Workmen are putting in a new driveway, and putting the building in shape for fall business.

Cook, Neb.—Articles of incorporation have been filed for the Farmers Union Co-operative Ass'n, with a capital stock of \$25,000. H. J. Roensch is sec'y-treas.

Tekamah, Neb.—The Farmers Grain & Live-stock Ass'n has installed a new ten-ton truck scale of the self-registering type, and plans to install a truck dump soon.

Crete, Neb.—The elvtr. for the Farmers Union Elvtr. Co. is nearing completion, and will be ready for business in about two weeks. The work on the mill has started.

Dakota City, Neb.—Herman F. Foley is mgr. of the Farmers Co-operative Grain & Supply Co. He was mgr. of the Slaughter-Prescott Co. which the farmers company bot out.

Mullen, Neb.—The Farmers Union Co-operative Ass'n expect to install truck scales, weighing-out scales, auto truck dump, and make some minor repairs on the elvtr. E. P. Erickson is pres. and W. H. Garrett is sec'y-treas. W. A. Harding is mgr.

Columbus, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$200,000; officers: Ira E. Gates, pres.; Emil L. Mueller, vice-pres.; Chas. B. Galley, sec'y-treas.

Columbus, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$200,000; officers: Ira E. Gates, pres.; Emil L. Mueller, vice-pres.; Charles B. Galley, sec'y-treas.

Gresham, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$100,000; officers: George C. Lanpher, pres.; C. Y. Nelson, vice-pres.; Charles T. Wiswell, sec'y-treas.

Cedar Bluffs, Neb.—Dewey Whartman of Oak, Neb., who has been employed by the Nye-Schneider-Fowler Elvtr. Co. in Arlington, Neb., for several months, has been transferred to this place.

Gering, Neb.—A. A. Tanner & Co. have closed their station here. Their plant in Daykin, closed since last September, opens July 1. I have been transferred to that point.—I. L. Draucker, agt.

Creston, Neb.—The south elvtr., belonging to the Farmers Grain & Stock Co., burned recently, at a loss of \$6,000. It was one of the two elvtrs. owned by the Farmers Grain & Stock Co. at this point.

Elgin, Neb.—The Elgin Elvtr. Co. has sold its elvtr. property to the Farmers Union for \$15,000, possession being given July 1. The Union will operate the plant as a co-operative institution, and will add a lumber yard.

Dannebrog, Neb.—Farmers Educational & Co-operative Union of Nebraska incorporated; capital stock, \$40,000; officers: L. H. Sorenson, pres.; E. A. Ibsen, vice-pres.; Carl H. Jorgensen, sec'y; and S. A. Johnson, treas.

Pierce, Neb.—J. Malone, after seven years of service with the Farmers Grain Co., has resigned to accept the auditorship of the Nebraska Co-operative Grain & Livestock Association, with headquarters at Omaha.

Omaha, Neb.—Chester P. Peterson, pres. and general mgr. of the Mid-West Grain Co., died last week from appendicitis. He was also pres. of local elvtr. companies in Callaway, Oconto, Elm Creek, and other towns in Nebraska.

Elsie, Neb.—Our elvtr. is on the C., B. & Q. R. R. Its capacity is 75,000 bus. Equipment includes a 12 H. P. engine, Hall overflow signaling grain distributor, automatic scales. H. A. Butler and J. W. Velte are the owners.—J. W. Velte Grain Co.

Shelton, Neb.—C. W. Hill of Ravenna, recently returned from France, has been elected mgr. of the Grange Elvtr. Co. Previous to entering the service he was with the Dierks Lumber Co., and before that mgr. of the elvtr. owned by Ingalls & Son in St. Michael.

Elm Creek, Neb.—The officers of the recently organized Elm Creek Equity Exchange are: H. P. Ashbaugh, pres.; Victor Brodine, vice-pres.; J. D. Hayes, sec'y-treas. We have purchased the elvtrs. of the Trans-Mississippi Grain Co. and Elm Creek Hay & Grain Co.—W. C. Rishel, mgr.

Hastings, Neb.—Farmers co-operative organizations of Nebraska, thru their agents, have opened general offices here. The business will be conducted under the name of the Nebraska Farmers Union Ass'n, with the following officers: pres., Walter Burgess; vice-pres., John Broderick.

Omaha, Neb.—The E. Oswald Grain Co., of which I have been mgr. since the organization started, has been dissolved. E. Oswald has gone in partnership with J. Delaney, as the Oswald-Delaney Grain Co., and I am going in the commission business in Omaha, on my own account.—C. D. McInay.

Krider (Odell p. o.), Neb.—Farmers Union Co-operative Ass'n organized here and bot the elvtr. here owned by the Central Granaries Co. of Lincoln, Neb. Capital stock is \$25,000. The company is remodeling the plant. The officers are: G. W. Douglas, pres.; Victor Cacek, sec'y; and J. H. Heister, mgr.—J. H. Heister.

Chadron, Neb.—The Dawes County Farmers Union Ass'n, Inc., has bot the Chadron Flouring Mill of Robert Hodd, together with the warehouse and office, for \$50,000. This mill has a capacity of 200 bbl. a day, and is thoroly modern. The Farmers Union plans to put an experienced man in charge, and make this one of the supplying mills for the many Farmers Union stores in Nebraska, Wyoming, and South Dakota.



## NEW ENGLAND

Hartford, Conn.—The Meech-Northam Grain Co. has filed a certificate changing its name to the Meech Grain Co.

Medford, Mass.—Alfred P. Sinclair, long engaged in the grain and flour business, died recently at the age of 58 years. He was a member of the Boston Chamber of Commerce.

Franklin, Mass.—G. H. Locke, lumber dealer, has purchased the lumber and grain business of the late O. F. Metcalf & Sons, and will run the business in connection with Milford yard.

Boston, Mass.—The Boston Flour and Grain Club, made up of members of the Boston Chamber of Commerce and their guests, had their annual outing at West Peabody, Mass., Saturday, June 21.

Taunton, Mass.—The long dispute between the Stanley Wood Grain Co. and residents in the section where the company owns property came to an end when the petition of the company for a permit to build an elvtr. was granted by the Municipal Council in a vote of 6 to 3.

Boston, Mass.—The five-masted schooner, Rebecca J. Moulton, was built in East Boston in 1873. Five years ago it was converted into a floating grain elvtr., by order of the old Board of Port Directors, to serve vessels docking at Commonwealth Pier. The State has now sold it to Captain O. A. Gilbert, who will re-rig the schooner and put it into coasting service.

## NEW JERSEY

Clifton, N. J.—The milling plant of the Clifton Cereal Mills Co. has been completed. The company has a new warehouse also, with a storage capacity of 10,000 bbls. of flour.

## NEW YORK

New York, N. Y.—Arthur Gibbs Delaney of Thomson & McKinnon, Chicago, has been elected to membership in the Stock Exchange.

## BUFFALO LETTER.

Berend J. Burns has opened a grain and feed office in the Chamber of Commerce building.

Frank J. Otterbein and George E. Morrison have applied for membership in the Chamber of Commerce.

Fred J. Collins, for five years with the Urmston Grain Co., is the new mgr. of the Buffalo office of the company.

## NORTH DAKOTA

Westby, N. D.—The Farmers Grain & Trading Co. will repair its elvtr.

Fargo, N. D.—The Interstate Grain Co. is planning to build an elvtr. here to cost \$40,000.

Kindred, N. D.—The Kindred Farmers Elvtr. Co. has bot a Kewanee Renewable Bottom Loading spout.

Hazleton, N. D.—The Victoria Elvtr. Co. is installing a feed grinding mill in connection with its elvtr., and a cream station.

Webster, N. D.—Webster Co-operative Co. incorporated; capital stock \$25,000; incorporators, F. W. Egger, Martin Larson, Ole Leet.

Gary, N. D.—The Equity Exchange has subscribed several thousand dollars' worth of stock and is planning to open a line of elvtrs.

Bathgate, N. D.—The Farmers Elvtr. Co. has made repairs on its house. The company plans to build a new office. J. O. Mahoney is mgr.

Karnak, N. D.—The matter of increasing the capital stock to \$22,000 will be voted upon July 10.—Karnak Farmers Elvtr. Co., Arne Lima, sec'y.

Cooperstown, N. D.—A. W. Anderson and family have returned from Mayville and Mr. Anderson will have charge of the Farmers Elvtr. Co. here.

Grace City, N. D.—H. H. Francisco has returned from service in the army and has taken his old position as mgr. of the Grain Co-operative Elvtr. Ass'n.

Richardton, N. D.—The Henry Pathman elvtr., closed for over three years, burned June 27. Cause of the fire is unknown. Much of the town was destroyed.

Rock Lake, N. D.—The Rock Lake Farmers Elvtr. Co. has bot the Lichty Bros. elvtr. The Farmers Elvtr. Co. now has two houses of 35,000 bu. capacity each.

Dwight, N. D.—I have resigned my position as agent of the Minnekota Elvtr. Co. at Juanita, N. D., to accept a position with the Farmers Elvtr. Co. here.—R. L. Kempf.

Beach, N. D.—This city has presented claims to the state industrial commission for the location of one of the state-owned elvtrs. here. The city has one 10,000-bu. concrete elvtr.

Lakota, N. D.—The Hartin Grain Co. will improve its elvtr. with three motors, Globe Cleaner, new leg, new cupola, and general repairs. Christenson & Tokle have the contract.

York, N. D.—I have bot the elvtr. here formerly belonging to C. J. Thoreson, taking possession of the same July 1.—E. L. Wormington, formerly mgr. Farmers Elvtr. Co., Turton, S. D.

Hamberg, N. D.—I have resigned the management of the elvtr. of the Farmers Elvtr. Co. here and have gone into the coal business at New Rockford.—C. H. Thlen, of Bennett & Thlen, New Rockford, N. D.

Manfred, N. D.—The Manfred Co-operative Grain Co. is installing a new automatic scale in the cupola. Other repairs are being made, including a new concrete foundation. L. Hanson, present mgr., has been retained for another year.

Cummings, N. D.—The Cummings Equity Elvtr. is making the following repairs: new foundation, new office, new legs, new spouting, manlift, driveway, rebuilding of scales, rope drive, and new cleaner. Christenson & Tokle have the contract.

## OHIO

Piqua, O.—J. F. Stewart of Dayton, O., is the new mgr. of the Piqua Milling Co.

West Union, O.—Charles Holmes plans to open up a grain and feed business here.

Anna, O.—Farmers of this vicinity are organizing the Farmers Elvtr. & Supply Co.

Amlin, O.—Ray Latham has succeeded Latham Bros. in the grain, hay, and coal business.

Hamler, O.—The Farmers Grain & Stock Co. burned June 26. Lightning was the cause.

Rogers, O.—Moff Bros. have purchased and will improve the elvtr. of J. C. Rinsley & Co.

Toledo, O.—New members in the Produce Exchange are: A. M. Donovan, of Toledo Elvtr. Co.; H. W. Applegate, of Mennel Milling Co.; J. E. Churchill, of Churchill Grain & Seed Co.

Lemert, O.—The Lemert Elvtr. & Supply Co. is making extensive improvements, including rebuilding scales, installing a new grain and feed grinder, and a wagon dump for unloading grain.

Fredericktown, O.—For the present the sec'y is mgr. of the Fredericktown Farmers Exchange.—Harry C. Irvine, sec'y and mgr.

Painesville, O.—P. J. Mighton has resigned as pres. and director of the Painesville Elvtr. Co., an office he had held for nearly 28 years.

Cincinnati, O.—The Hay & Grain Exchange held an outing at White Villa, Ky., recently. A barbecue dinner and athletic sports were the main attractions.

Scott, O.—The capacity of the elvtr. we recently bot of Harvey Elkenbary is 100,000 bu. It has electric equipment, and is the only elvtr at this station.—Richey & Felger.

Maria Stein, O.—Henry Kramer, after being in the grain business with Myers & Patty Co. for 32 years, has retired from the grain business and is succeeded by Carl Ford as agent.—Stella Kramer.

Clyde, O.—I have sold my elvtr. here to the Irvin T. Fangboner Co. of Bellevue, O., and the York elvtr. to a farmer by the name of J. W. Colvin, who is using it for storage purposes.—G. M. Benfer.

Genoa, O.—Farmers and business men here have organized an elvtr. company. The company will build several large concrete grain bins on the site formerly occupied by the Powers elvtr. which burned recently.

Upper Sandusky, O.—The U. S. Commission Co. has bot the elvtr. of Bowen & Son, representatives of the Sneath-Cunningham Co., and will operate it with the new elvtr. which the company is building at present.

Blanchester, O.—John W. Greenfield, for the past eighteen years an employe of Dewey Bros. Co., has resigned his position to go into business on his own account. He has purchased a large grain and feed business in Wellington.

Norwalk, O.—The Firelands Elvtr. Co. has its new 20,000-bu. concrete elvtr. completed and is now installing its equipment. Will be actively engaged in handling grain in a short time. C. L. Ford will be mgr.—Finlay Hester, pres.

Unioipolis, O.—The Unioipolis Co-operative Elvtr. Co., recently organized, has not yet secured a mgr., and the business is being looked after by the board of directors. C. M. Grove is pres., and F. P. Hardin is sec'y of the company.

Kyle Sta. (Hammond p. o.), O.—The firm of Hughes & Elliott, grain dealers, has been dissolved. I shall operate my elvtr. here, assisted by James Harmon. The business will be conducted as the C. M. Elliott Grain Co.—C. M. Elliott.

Toledo, O.—The board of directors of the Produce Exchange has revised inspection charges, the new rates becoming effective July 1: wheat and rye, \$1.75; all other grains, such as corn, barley, and oats, \$1.50. Bulkhead cars are \$3.00.

Grover Hill, O.—B. H. Sidle, who was mgr. of the Grover Hill Grain Co. from the time of its purchase from Owens-Mericle Co., until he was called to the colors in May, 1918, is now back from France and is once more in charge of the elvtr.—Grover Hill Grain Co.

Kingston, O.—The Snyder Milling Co. has succeeded Snyder Bros. in the elvtr. and milling business. Herbert Snyder, one of the brothers, is still in France in service, but upon his return to this country, he will become an officer of the company. The new company is incorporated for \$250,000, with the following directors: F. M. Myers, pres.; C. E. Myers, D. W. Baldoser, Frank Sharp, and Pearl Myers. The company will build a large and fireproof mill with a capacity of 250 bbls. a day.

Wheat

CONSIGN

TO

McConnell Grain Corporation

BUFFALO, N. Y.

We Get Results

Oats

You Get the Money



ledo, O.—Operating under the firm name of B. Slawson Co., E. B. Slawson, formerly in charge of the bean department of Chatterton & Co., Cleveland, O.; and G. R. Forrester, formerly mgr. of the Toledo branch of Chatterton & Co., have opened a business to handle grain, oats, and beans.

Wapakoneta, O.—The Wapakoneta Farmers Grain Co. is organizing, and has applied for a charter with capital stock of \$60,000. The incorporators are: F. C. Dearbaugh, George Sheip, W. P. Taylor, Frank L. Fisher, Bruno G. and Harry Albright. The company will either buy or build an elevator.

We are indebted to C. R. Hebble, sec'y of the Cincinnati Chamber of Commerce, for the twentieth Annual Report, for the year ending December 31, 1918, containing the roll of members, annual reports of executive officials, summary of the world war in 1918, commercial and industrial review, and statistics of trade and commerce of 1918 with comparisons for previous years.

Shville, O.—We were formerly incorporated \$25,000, all of which was common stock; but this year we added a drier to our plant which cost about \$12,000, and this year we are raising about another part of our elevator so as to be able to handle corn from the cleaner, and take it direct into any bin or thru the automatic scales direct into the car without re-elevating it. We are preparing to load ear corn from elevator to car by machinery. Because of all these improvements we have issued this year \$25,000 worth of preferred stock, all of which has been taken up by the present stockholders.—The Ash Grove Grain Co.

## OKLAHOMA

Watonga, Okla.—H. L. Cunningham is mgr. of the Watonga Grain Co.

Altus, Okla.—John McAnaw has purchased and remodeled the old elevator.

Altus, Okla.—Sheppard Bros. have leased mill and elevator belonging to H. M. Brazil.

Guthrie, Okla.—The Guthrie Mill & Elevator Co. is installing a new power plant and more elevators.

Lawton, Okla.—T. S. Sweeney of the Sweeney Elevator & Feed Co. is planning to build an elevator.

Blackwell, Okla.—The Blackwell Grain Co. has its elevator here to the Deer Creek Elevator Co. E. Martin.

Lawton, Okla.—The Black Grain Co., mgr. E. Black, is again operating its elevator, which has been closed since last November.

Lawton, Okla.—A company has been organized to build a \$50,000 flour mill and elevator here. M. Jones will be pres. and mgr. of the company.

Lawton, Okla.—R. E. Armstrong is sales mgr. of the Alva Roller Mills Co. He has been sales mgr. of the Guthrie Mill & Elevator Co., Guthrie, Okla.

Lawton, Okla.—Farmers Midland Elevator Co. incorporated; capital stock \$10,000; incorporators: C. H. Coddling, A. S. Perryman, F. W. Mann, Foraker.

Lawton, Okla.—The Blanchard Grain & Gin Co. have petitioned for a dissolution of their corporation, desiring to operate their elevators and as separate concerns.

Lawton, Okla.—O. L. June of Dacoma, Okla., purchased the elevator belonging to the Coxey Grain Co., and is repairing it with the view of using it this season.

Lawton, Okla.—H. O. Hurst and R. A. Atkinson are operating under the firm name of Hurst & Co. They handle grain and seed of all kinds, and are building a 50,000-bu. elevator.

Lawton, Okla.—T. J. Gouldman & Co. have purchased their stock, cotton, and grain business to the F. Byran, pres. of the Okmulgee Security Co., who will consolidate his purchase with the established business.

Lawton, Okla.—The Oklahoma Grain Co. is now in business enterprise here. The company was composed of R. L. Yandell, A. Johnson, and George W. Jones, all of Fort Smith, Arkansas, who have been operating as the Fort Smith Grain Co. in that city for the past four years.

Lawton, Okla.—Repairs on the buildings of the Farmers Elevator Co. are completed. New floors have been put in the overhead bins and drive— and a new steel loading spout and new overhead have been installed. The office has been enlarged. Edd Myer is the new elevator manager. L. A. Maphet is mgr.

Edmond, Okla.—The Edmond Grain Co. has purchased the Snyder Mill property, and is remodeling the building. B. V. Stoner, of Hydro, is pres. of the company, and will also have charge of the business here.

Ketchum, Okla.—I have the only elevator here, operating under the name D. F. Wegener Grain Co. Binding & Stevens Grain Co. of Tulsa, Okla., represented by Van Schandler and Elam Gregory, does track buying.—D. F. Wegener.

Shay, Okla.—We are building a 10,000-bu. elevator here and operating an elevator at Enid. We shall do a general wholesale and brokerage business along with our elevator business. The writer is owner and mgr. of the White Grain Co.—Ben U. Feuquay.

Guthrie, Okla.—The Sun Grain & Feed Co., a subsidiary organization of the Guthrie Mill & Elevator Co., will be in the market for all kinds of grain at all times. We have elevators at Newkirk, Hillsdale, Fairmont, Canton, Navina, Bessemer, Eagle City, Strong City, and Richland.—F. G. Olson, mgr., Sun Grain & Feed Co.

Oklahoma City, Okla.—The following have been accepted as members of the Oklahoma Grain Dealers Ass'n since the issuing of our 1919 directory: R. C. Koble Grain & Feed Co., Boynton, Okla.; Farmers Co-operative Grain & Elevator Co., Sayer, Okla.; Morrison Grain Co., Morrison, Okla.; Otis O. Snyder, Prior, Okla.; Farmers Co-operative Elevator & Exchange, Hinton, Okla.; Davis Grain Co., Davis, Okla.; Seminole Mill & Elevator Co., Seminole, Okla.; Farmers Elevator Co., Minco, Okla.; Duncan Elevator Co., Duncan, Okla.; Robinson & Brown, Fargo, Okla.; Red Star Milling Co., Wichita, Kan.; E. L. June, Carmen, Okla.; Priddy Grain Co., Chillicothe, Tex.; W. E. Britton, Moorewood, Okla.; Fred Graves, Foss, Okla.; W. M. Balthrop, Marietta, Okla.; D. F. Wegner Grain Co., Ketchum, Okla.; E. F. Young, Oologah, Okla.; and Quapaw Mill & Elevator Co., Quapaw, Okla. The Comanche Grain Co., Comanche, Okla., has changed to the Comanche Grain & Elevator Co.—C. F. Prouty, sec'y, Grain Dealers Ass'n of Oklahoma.

## OREGON

Pendleton, Ore.—We have started construction of a seven story reinforced concrete mill. We have purchased the machinery.—H. W. Collins.

Pendleton, Ore.—H. W. Wagner, former agent of the Farmers Union Grain Agency in Pilot Rock, Ore., has resigned to become associated with the Umatilla Flour & Grain Co. here.

Salem, Ore.—The state public service commission has issued a new schedule of fees for inspecting, grading, and weighing grain and hay, and a new standard of Oregon grades for oats, in conformity with the standards fixed by the U. S. Department of Agriculture. Under this order a fee of 6 cents per ton is to be made for inspecting and weighing sacked grain, 4 cents for bulk grain, 12 cents for hay and a charge of 25 cents for the moisture test. A charge of 5 cents per ton will be made for weighing grain from a public terminal or warehouse in less than 500 ton lots, and 4 cents in lots of 500 tons and over. An additional fee of 1 cent per ton is to be charged where both weighing and inspection are demanded. These new fees are slightly in excess of the old fees, which are declared by the commission to have been insufficient to cover the actual cost of the service.

## PENNSYLVANIA

Philadelphia, Pa.—Sergt. Charles A. Wenz, formerly a grain broker here, has returned from overseas service, and is planning to resume business in the Philadelphia market.

Lancaster, Pa.—We have just completed building two concrete tanks which are built in line with four other tanks that were built a year or two ago. These tanks have a capacity of 30,000 bus.—John W. Eshelman & Sons.

Philadelphia, Pa.—John Pugh, one of the oldest members of the Commercial Exchange, formerly engaged in the grain business at Conshohocken, Pa., celebrated his fifty-second wedding anniversary on June 13, and his eighty-first birthday on July 2.

Pittsburgh, Pa.—The annual outing of the members of the local grain exchange was held at "The Pines," a short distance from the city. About one hundred members and their wives were present, and enjoyed the best outing in

the history of the organization, in spite of the rain.

## SOUTH DAKOTA

Beresford, S. D.—The elevator formerly operated by Morrill-Robertson Grain Co. is closed.—S. A.

Pukwana, S. D.—We are going to build a 50,000-bu. elevator.—Farmers Elevator Co., Nils Hintze, mgr.

Mitchell, S. D.—The South Dakota State Elevator Mgrs. Ass'n will hold its annual convention here.

Chelsea, S. D.—The Chelsea Farmers Elevator Co. plans to make some repairs and install new elevator leg.

Irene, S. D.—The Farmers Union Livestock & Grain Buying Ass'n are planning to put in a concrete foundation.

Canova, S. D.—The Farmers Elevator Co. is going to install a truck dump and a scale.—Charles G. Buchele.

Mitchell, S. D.—The annual meeting of the Farmers Elevator Mgrs. Ass'n is scheduled for July 10 at this place.

Forestburg, S. D.—The Farmers Elevator Co. is erecting a 26,000-bu. elevator, electrically driven. S. A. Gere is the new mgr.

Selby, S. D.—The Selby Equity Union Exchange has bought the elevator belonging to the George C. Bagley Elevator Co.

Plankinton, S. D.—C. A. Earl has been re-elected mgr. of the Farmers Elevator Co., with a substantial increase in salary.

Platte, S. D.—A new 10-ton scale and automatic truck dump are being installed in Propp's elevator.—Albert Tiemann, mgr.

Bristol, S. D.—O. J. Brown is with the Farmers Equity Exchange here, having sold his elevator. at Outlook, Mont., to W. W. Goodlaxon.

Appleby (Castlewood p. o.), S. D.—Davis Grain Co. incorporated; capital stock, \$25,000; incorporators, F. P. Greaser and others.

Utica, S. D.—McCaull-Webster Elevator Co. has succeeded the Snedecor Elevator Co., which has been out of business since last September.

Irene, S. D.—The Farmers Union Livestock & Grain Buying Ass'n is putting in a concrete foundation. K. O. Lokken is sec'y of the Ass'n.

Volga, S. D.—Julius Sundet, who bought the Bingham elevator a year or two ago, has sold it to J. N. Hynes, who already owns one elevator here.

Redfield, S. D.—Will Ebright, former mgr. for the E. M. Van Dusen Co. elevator at Zell, is mgr. of the Farmers Co-operative elevator at this place.

Houghton, S. D.—Ed. Lundy succeeds Emil Gust as mgr. of the Houghton Farmers Elevator Co. The elevator has been repainted and repaired.

Belle Fourche, S. D.—The Tri-State Milling Co. has bought the business and property of the Sturgis Milling Co., at Sturgis, S. D., and has taken possession.

Castlewood, S. D.—H. A. Olson is mgr. for another year for the Farmers Grain & Produce Co. The company plans to install a truck dump and to add salt to their line of supplies.

Brookings, S. D.—A. Soderman will be our agent. We have bought the E. A. Brown Elevator at Elkton, S. D., and Bingham Bros. Elevator at Verdi, Minn.—George P. Sexauer & Son.

Mellette, S. D.—The Farmers Elevator Co. of Mellette is repairing its elevator. A new pan 11 by 6, leg, car puller, newer and larger pits, new power house, and belting are on the list of improvements.

Conde, S. D.—Emil Gust, formerly mgr. of the Houghton Farmers Elevator Co. at Houghton, S. D., has succeeded F. E. McCarter as mgr. of the Farmers' Elevator Co. here. The company plans to repair both of its elevators.

Fairfax, S. D.—The Farmers Union Co-operative Elevator Co. plans to install a new six-ton truck scale and dump. The mgr. and bookkeeper of the company is F. H. Wiebelhaus, who is assisted by James Kocum.

Tyndall, S. D.—L. O'Neill has resigned his position as mgr. of the Tyndall Farmers Elevator Co. to accept the position of mgr. of the Farmers Union Elevator Co. at Parker, S. D. He succeeds C. P. Vandewater, who has left the grain business.

Bonilla, S. D.—Work has commenced on the new elevator here for the Bonilla Farmers Equity Union. Roy B. Marlow will succeed me as mgr. for Siberz Bros. & Craig in July. I am moving



on to my cattle ranch at Castle Rock, S. D.—J. E. Rush.

Loyalton, S. D.—The Loyalton Equity Exchange is planning to repair both of its elvtrs. here. A new Owens Cleaner, a new Howe Scale, a new type Y Fairbanks Engine, two new boot tanks, and legs are among the improvements.

Spottswood (Bonilla p. o.), S. D.—The organization of a co-operative company by farmers has been completed, with a capital stock of \$10,000. The company will at once erect an elvtr. of 30,000 bus. capacity, in time to help take care of this season's crop.

Langford, S. D.—The Farmers Co-operative Grain Co. and the Olson Grain Co. have already improved and enlarged their elvtrs. Brown County Elvtr. Co. may make improvements. Frank McGovern is mgr. of the Farmers Co-operative Grain Co., R. Olson is mgr. of the Olson Grain Co., R. E. Shoemaker is agt. of the National Elvtr. Co., J. Palmquist is mgr. of the Robert & Palmquist Grain Co., A. C. Holderige is mgr. of the Brown County Elvtr. Co., and the writer is agt. of the Empire Elvtr. Co.—Cecil E. Danielson.

## SOUTHEAST

Newalla, Ala.—It has been decided to postpone the building of a grain elvtr. here for the present.

Macon, Ga.—The Modern Flour Mills Co. has begun work on a 100,000-bu. elvtr. The capacity of the mills will be 650 bbls. daily. The company expects to complete the elvtr. by September 1.

Meridian, Miss.—Our business will be principally local shipments, but we shall continue as in the past to make car lot shipments to a limited extent.—Elkin-Henson Grain Co., T. W. Elkin.

Tampa, Fla.—Charles H. Moorhouse, pres. of the firm of Charles H. Moorhouse, is recovering from injuries sustained while playing golf. He underwent an operation in an Indianapolis hospital.

Montgomery, Ala.—The Capital Grain & Feed Co. has filed a dissolution of corporation notice, thru the stockholders, Charles E. Weisenburg; Norman Drum; and Leo J. Drum. The stockholders will continue the business as a partnership.

Atlanta, Ga.—The Atlanta Milling Co. will build an enormous grain elvtr. at once with a capacity of 200,000 bus. of wheat. It is intended to have the plant ready by October 1. The Burrell Engineering & Construction Co. has been awarded the contract.

Richmond, Va.—The following officers and com'tes have been elected in the Grain Exchange for the ensuing year: pres. W. T. Selden; vice-pres., W. F. Ferrell; sec'y-treas., W. F. Green, Board of Directors: S. T. Beveridge, R. L. Chenery, T. L. Moore, W. F. Richardson, Jr., W. D. Saunders, W. C. Todd, H. G. Carter, C. W. Wingfield, W. P. Wood. Grain com'te: S. T. Beveridge, W. F. Ferrell, Aubrey Hawkins, W. C. Todd, W. G. Bragg. Arbitration: T. L. Moore, S. T. Beveridge, W. L. Leffew, H. M. Martin, W. F. Richardson, Jr. The Exchange has endorsed the building of a grain elvtr. of 500,000-bu. capacity, with all modern equipment; a hay storage house. Pres. Selden appointed the following com'te to assist in the undertaking: W. F. Richardson, Jr., T. L. Moore, S. T. Beveridge, C. W. Wingfield, and W. F. Ferrell.

## TENNESSEE

Memphis, Tenn.—Harris Scruggs has applied for membership in the Merchants Exchange. He will engage in the grain, hay and cotton seed business.

Memphis, Tenn.—Ernest C. Merton, formerly sales mgr. for the H. C. Cole Milling Co. of Chester, Ill., and for other concerns, is now mgr. of the flour and feed department of the Memphis branch of John T. Leonard & Sons. The main offices of this firm are in Charleston, S. C.

## TEXAS

Munday, Tex.—The Farmers Mill & Elvtr. Co. has sold out its business.

Stratford, Tex.—H. Altringer has sold his elvtr. here to the Cedar Grain Co. of Texhoma, Okla.

Chillicothe, Tex.—C. G. Kemp Grain Co. has sold out to the Priddy Grain Co.

Crowell, Tex.—J. W. Allison and B. W. Self are building an elvtr. of about 16,000-bu. capacity, to cost \$6,000.

Plano, Tex.—The Stark Grain Co. has been succeeded by the Stark Grain & Elvtr. Co.—Stark Grain & Elvtr. Co., J. T. Stark, mgr.

Crowell, Tex.—State Senator W. S. Bell, pres. and general mgr. of the Bell Grain Co., was shot and killed on the streets here, June 21.

Corsicana, Tex.—The Corsicana Mill & Grain Co. has increased its capital stock \$30,000. The company is planning to make improvements on its mill and elvtr.

McKinney, Tex.—Ed P. Browne, of the Browne Grain Co. here, was killed June 22, when the automobile in which he was riding overturned near this city.

Jasper, Tex.—The Jasper Grain Co. has increased its capital. This company carries on a large millfeed and flour business with the sawmill centers of East Texas.

Dallas, Tex.—The Mutual Milling Co., recently organized here with a capital stock of \$100,000, among other properties, has taken over the Liberty Grain Co., which will be enlarged.

Galveston, Tex.—The Galveston Export Co. of Denver has established Texas headquarters here. The firm has been incorporated for \$200,000. Carl Eichenberg is pres. The company will handle cotton, grain and foodstuffs.

Tulia, Tex.—The farmers of Swisher county are organizing to build an elvtr. The new company will be known as the Farmers Grain Co. of Tulia, capitalized at \$40,000. Tom Parker, V. L. Harmon and Joe Lee White are trustees of the company.

Amarillo, Tex.—Ed Humphrey of the Oklahoma City Mill & Elvtr. Co., Oklahoma City, recently visited here on business concerning the new mill in the process of erection. He will move here about the first of the year to take charge of the mill.

Houston, Tex.—Representative grain dealers have appointed a com'te to take steps toward the establishment of a hay and grain inspection bureau in this city. The com'te will draw up tentative by-laws and constitution, and will make a report in the near future.

Point, Tex.—The newest mill in Texas belongs to the Point Milling & Elvtr. Co. at this place. J. H. Foster, Virgil Williams, and B. F. Pippin are among the incorporators. Capital stock \$10,000. The company plans to begin the manufacture of flour and millfeed this season.

Fort Worth, Tex.—The following parties have been elected to membership in the Texas Grain Dealers Ass'n since my last report: F. B. McKie, Corsicana; J. S. Groom Feed Store, Coolidge, Tex.; Lewis P. Grinnan, Terrell, Tex., and Davidson-Eubanks Co., Waco, Tex. The Seley-Early Grain Co. of Waco has been succeeded by Early Grain & Seed Co., and the membership transferred accordingly.—H. B. Dorsey, sec'y.

## UTAH

Arco, Utah.—The Arco Milling & Elvtr. Co. is organizing. It will build a 50-bbl. midget mill.

## WASHINGTON

Fairfield, Wash.—The Seattle Grain Co. is building an addition to its warehouse.

Vancouver, Wash.—Vernon & Buckerfield are building an elvtr. The construction will cost \$3,500, and the necessary machinery will bring the total cost up to \$10,000.—B.

Harrington, Wash.—The Big Bend Millers and Grain Dealers Ass'n has been organized, with the following officers: A. M. Applegate, pres.; Charles M. Huffman of Mohler, sec'y.

Tacoma, Wash.—William Irons of Portland, Ore., succeeds Ralph B. Smith as mgr. of the Puget Sound Flouring Mills. Mr. Irons has been sales mgr. for the Portland Flouring Mills for the last six years. Mr. Smith, for twenty-seven years in the position he has just given up, is retiring to his ranch at Edgewood.

Spokane, Wash.—Twenty-five grain dealers of Spokane and the Inland Empire attended the hearing on the proposed rules and regulations under the United States warehouse act of August 11, 1916. The chairman, R. L. Nixon, specialist in warehousing from the department of Agriculture at Washington, D. C., read the

regulations section by section calling for discussion and criticism. The rules were for the most part satisfactory to the dealers, since they are permissive and not compulsory. The act is designed to help small dealers to borrow money on warehouse receipts.

## WISCONSIN

Cumberland, Wis.—C. E. Hook has sold his grain, feed, and fuel business to the American Co-operative Ass'n. W. A. Broetin is mgr.

Lake Mills, Wis.—The partnership of Crump & Mills is dissolved, L. H. Crump having sold out his interest to E. L. Mills, who will continue in the grain and fuel business.

Amherst, Wis.—The Jackson Milling Co. is making extensive improvements on its mill here. The company is also putting in a new flume and water motor in its mill at Nelsonville.

Embarrass, Wis.—We are building a new mill of 50 bbls. daily capacity. We shall grind flour and feed, also buy and sell grain. We expect to be ready to operate Oct. 1.—Farmers Milling Co.

Waldo, Wis.—The Farmers Co-operative Co. has bot the elvtr., warehouse, and grain business of Eugene McIntyre. The latter will give his entire time to the lumber and building supply business.

Durant, Wis.—The Lower Valley Chippewa Equity Exchange, recently incorporated, is building a 25,000-bu. concrete elvtr., equipped with two legs, cleaner, motor, Howe Auto Truck Dump Scale. D. F. Hoag & Co. have the contract.

Merton, Wis.—A. E. Moses, who has been mgr. of the elvtr. of the Armour Grain Co. here, has been advanced to the position of supervisor of the company's line elvtrs. in Minnesota. William Barrows, mgr. of the elvtr. at Woodland, Wisconsin, for the past two years, has taken charge of the Merton warehouse.

## MILWAUKEE LETTER.

The new enlarged quarters of the Milwaukee branch of E. F. Wagner & Co., in the Chamber of Commerce building, are open for business.

The Chamber of Commerce memberships of H. S. Gill, O. S. Nickels, Arthur Zubka, and C. F. Hibbard, deceased, have been transferred.

Milwaukee, Wis.—Fire broke out among the ruins of the elvtr. of Smith, Parry & Co., the night of June 26. The Milwaukee fire department put out the flames. The cause of the explosion that wrecked the plant May 13 has not yet been determined.

## WYOMING

Sheridan, Wyo.—The grain elvtr. and flour mill of the Denio Milling Co. here burned, at a loss of \$250,000. Cause of the fire is unknown.

Chugwater, Wyo.—The Farmers Co-operative Ass'n is planning to build a new grain elvtr. before fall. The elvtr. will cost about \$20,000 and will have a storage capacity of 30,000 bus.

A CARGO of 86,000 centals Australian wheat arrived at San Francisco during the last week of June consigned to the Food Administration.

EXPORTERS may ship wheat and wheat flour to points in the Western Hemisphere under General License H. S. 250 without applying for individual licenses, according to an order issued by Julius H. Barnes July 7.

PRE-WAR DUTIES on oats, barley and corn have been re-imposed by France. The demand for oats for export is improving, but the priority given other grains and the scarcity of tonnage has heretofore restricted it.

REPRESENTATIVES of Great Britain, France, Belgium and Italy have been invited by the United States Chamber of Commerce to serve joint commissions to this country next October, these representatives to be the guests of the Chamber.

PRE-WAR IMPORT DUTIES on oats, barley and maize have been reimposed in France. The duties are 3 francs per 100 kilos equalling 4¢ per 400 lbs. at par of exchange; 3 francs for oats ¾ per 304 lbs., and a similar amount for maize equalling 5/3 per 480 lbs.



## Crop Reports.

[Concluded from page 67.]

adstone, Neb., July 8.—Farmers are cutting at. Production per acre is medium.—Rich-Heinen.

ullen, Neb., July 3.—All crops are in good e. Rye cutting will begin in a few days.—en Grain Co.

erson, Neb., July 3.—Corn doing splen- r. Oats are fine, but it has been too hot wheat, and heads are turning white.—I. A. sted, agent, Crowell Lbr. & Gr. Co.

ertrand, Neb., July 7.—Harvesting is in full g here. Wheat will average about 18 bus. ill average about 40 bus.—Bertrand ty Exchange, Theo. Holzapple, mgr.

mbridge, Neb., June 26.—Harvest will begin next week. It looks as tho we will have biggest wheat crop this section has ever n.—Fred Kockrow, mgr., Farmers Union.

irbury, Neb., July 3.—Wheat harvest is in blast, and weather is favorable; 75% or e will be in shock this week. Looks like average yield of 25 bus. Oats are excellent. Vanier.

swman Grove, Neb., July 3.—Crop of small n is large in this section. At present there o grain moving. Corn crop was short here year. At present corn in this section looks —Crowell Lumber & Grain Co., A. G. cher, agent.

ella, Neb., July 3.—Our wheat cutting is t over, and threshing will be starting in a days. A great yield is expected. Oats look y good, and can be cut soon. Corn is ing fine, but the weather is too cool and at the present. Also there is a very small age out.—Jesse Wright.

### OHIO.

hville, O., June 21.—Have commenced har- ing here, and prospects are for a good crop. e Ashville Grain Co.

averdam, O., July 2.—The wheat is dam- with smut, and the weevil and Hessian re doing some damage. The harvest is on all blast, and we shall be busy in about days, taking care of the grain.—F. Sherrick, Beaverdam Elvtr. Co.

### OKLAHOMA.

Keene, Okla., July 1.—Wheat will not make ig a crop as generally expected. Many cutting former estimates.—G. G. G. C.

icago, Ill., June 30.—Light to heavy showers une 14, 19, 21, 23, and 24. Harvesting is under way in all districts. Crop is still ated at about 60,000,000 bus. Oats are in did condition and ready for harvesting.

Cutting is in progress. Corn is showing a good growth.—S. H. Johnson, Freight Traffic Mgr., C. R. I. & P. R. R.

Orlando, Okla., July 1.—Wheat here is very poor quality, testing 56 to 60. It is a very wet season.—F. B. McNew, mgr., Orlando, Okla.

Beaver, Okla., July 3.—Harvest well under way. Some little wheat being threshed from the header.—O. P. Smith, mgr., Probst Grain Co.

Oklahoma City, Okla., July 1.—The condition of wheat at harvest was 89%. The condition at harvest time last year was 65%. Harvesting is just completed over the state, except in a few of the northern and northwestern counties. These counties will finish cutting their wheat by July 5. Some parts of the state have experienced considerable trouble from falling wheat, but have lost none of the crop, to speak of, from this source. Threshing is well under way thru- out the state. The condition of oats at the time of harvest was 91%. Condition on same date last year was 71%. Average yield per acre is estimated at 38 bus. Last year the average yield for the state was 26 bus. Forecast for total production for the state is 45,180,000 bus. Total yield last year was 29,149,000 bus. Con- dition of corn is 87%, last year 80%. Grow- ing conditions have been very unfavorable for corn prior to the last two weeks of June.—W. B. Hamlin, statistician, State Board of Agri- culture.

### SOUTH DAKOTA.

Gardner, S. D., July 1.—Crops doing fine.—A. M. Woodward.

Bonilla, S. D., June 27.—Crops of all kinds are in excellent condition.—J. E. Rush.

Canova, S. D., June 20.—The small grain in this vicinity is looking good so far. The corn is very backward and many of the cornfields had to be replanted on account of the cut worms and the continued wet weather.—Charles G. Buchele.

### TEXAS.

Chicago, Ill., June 30.—The weather has been warm in New Mexico and crop prospects are excellent. In the Texas Panhandle there have been good rains, mainly during the nights, and

with sunshiny days have put crops in good con- dition. Cutting will begin about July 1. Rust damage is negligible. Only danger is from high winds and hail. In western, central, northern, and northwestern Texas large wheat and oat crops are being harvested. Cutting has been practically completed and threshing has begun. Indications are for a large crop of corn. In eastern central and northern central sections wheat and oat harvesting should be completed in a week. In the southern regions threshing is in progress. Corn is in good condition and has begun to tassle.—S. H. Johnson, Freight Traffic Mgr., C. R. I. & P. R. R.

## Tri-State Shippers Meet.

[Continued from page 73.]

R. H. Brown, from the Washington office of the Buro of Markets, assisted by E. F. Bullock of the Minneapolis office, had a display of grain samples, photographs and sampling devices, all explaining the method of getting a representative sample of grain.

Chicago receivers were represented by C. H. Thayer, of C. H. Thayer & Co.; L. L. Druley, J. H. Dole & Co.; Gus Vock, of Carl F. W. Pfeiffer; Bill Justice, of Somers, Jones & Co.; J. O. Jones; Carl Gerstenberg, of Gersten- berg & Co.; Jas. Anderson, of J. Rosenbaum Grain Co.

Among Minnesota shippers present were: C. O. Anderson and Peter Berg, Forest Lake; E. E. Bartlett, Delano; H. Crawford, Park Rapids; T. F. Dahl, Minnetonka; C. G. Ebbesen, Seaforth; O. J. Geotsch, Dexter; J. Kercher, Stirum; Paul Leahman and A. O. Olson, New Elm; J. P. Mobrotan, Carlisle; Fred Romke, West Brook; T. J. O'Hara, Rudd; T. Casper, Bruster; John Reisdorf, London; B. P. St. John, Worthington; Sam Thompson, Green Bush; Henry Vick, Aberdeen; H. R. Wollin, Marshall; Arthur Speltz, Albert Lea; Fred Zieske, Greenwood; S. O. Winge and P. Johan- son, Wheaton.

The elevator men will long remember the hospitality of the Milwaukee Chamber of Com- merce boosters delegation, who gave away several hundred canes and pennants to the visitors. \$1,000 has been appropriated by the Milwaukee Chamber of Commerce to be spent by a com'te of five in boosting the Milwaukee market. A special car carried twenty men from Milwaukee to the convention and they established headquarters in the lobby of the West Hotel. The com'te in charge of the Milwaukee delegation consisted of the fol- lowing: Hugo Stolley, E. H. Hiemke, Roy Campbell, W. A. Hottensen and A. L. Flana- gan. The song of the Milwaukee Booster:

On Milwaukee! On Milwaukee!  
Add more to your power.  
We get the grain from everywhere  
Our fame spreads every hour  
On Milwaukee! On Milwaukee!  
You all know our might  
We're the boys to sell your grain  
And sell it RIGHT!

**SOUVENIRS:** Pencils by International Sugar Feed Co., Minneapolis Paper Co., and W. S. Nott Co.; Penholders by Taylor & Bournique Co.; pocket rules, Albert Dickinson; knife sharp- eners by J. L. Owens; buttons by Richardson Separator Co., and Republic Coal Co.; and a handbook by Albert Dickinson Co.

PADDY and milled rice from Bangkok, Siam, will be placed under export embargo July 12, except under rice controllers' license held by registered exporters.

THE RETURN of all wire lines has been agreed to by both houses of congress in a con- ference on legislation to repeal government control. The house plan of terminating gov- ernment control at midnight on the last day of the calendar month in which the law is ap- proved was adopted. If signed by Pres. Wilson, as is expected, all wires will be re- turned at midnight July 31. Toll and local tel- ephone exchange rates will be continued four months unless changed sooner by state com- missions, this being a compromise between the ninety days' rate extension clause of the sen- ate bill and the six months' continuance pro- posed by the house.



## Wheat Scab Causing Loss.

Wheat scab (*fusarium Culmorum*), which has been prevalent in various sections during the past decade, is again attacking fields in several parts of the country. Practically all the spring wheat in Vermilion County, Ill., is de- stroyed, according to the report of the County Farm Adviser, the loss reaching into the hun- dreds of thousands of dollars.

The disease has also been reported from Madison County, Indiana, where the loss is estimated at \$300,000, and also in North Da- kota.

Scab is one of the three principal diseases which attack wheat, the others being rust and smut. It is the least common of the three, but like them, it is caused by fungi.

This parasite attacks the glumes which sur- round the kernel, causing the kernels to shrivel. When only parts of the spike are af- fected, the diseased parts become a pinkish color and where the entire spike is invaded it turns a lead-brown color and is entirely de- stroyed. At times, as much as 6% of the seedling wheat plants are killed by the fungus. The shrinkage of the kernels results in a re- duction of the yield and also injures the qual- ity.

Reports this year would indicate that the damage is more nearly a total loss in fields that have been attacked than heretofore, about 20% of loss usually being the maximum. Scab was reported in the Central and Northwestern States and Ohio in 1905 and 1907. In the lat- ter year, the loss in Ohio was estimated at \$100,000.

When once affected, there is no cure for the plants. Among preventatives, are care in se- lecting seed, rejecting all shriveled kernels, and treating those that are used with formal- dehyde solution the same as in stinking smut. Rotation of crops and burning the stubble are both helps. The variety of seed used is also of importance, as some are more susceptible to the smut than others.

Wheat Spike Affected by Scab.



## Grain Carriers

THE DEFICIT on class 1 railroads during the month of May was \$272,250,183, says Director General Hines.

GRAIN control com'ites will be appointed in Minneapolis, Duluth, St. Louis and Omaha to administer control of grain movement to primary markets to prevent congestion.

"A BUSHEL of wheat, or any other unit of any other commodity, will buy more transportation now than ever before," says Walker D. Hines, Director General of Railroads.

MILWAUKEE, WIS.—Vessels will be placed at the disposal of local shippers by the Federal Shipping Board for direct service to Liverpool, beginning July 20. Only bulk shipments of from 1,000 to 1,200 tons for each vessel will be accepted.

THE ISSUANCE of thru export Bs/L has been resumed in the eastern section of the country, via North Atlantic ports when they are founded on written ocean contracts. Shippers must also first give a written guarantee that any seaboard storage charges will be paid.

THE REFUND of war tax paid on transportation charges on grain billed to Buffalo, which after milling was forwarded for export, is requested by shippers and the Millers' Traffic Com'ite, counsel having been employed to secure permission from the Treasury Department.

SHIPPING FACILITIES all over the United States are improving and especially at New York, according to a statement by Director General Hines, a large increase in shipping for overseas now being available. There are sufficient ships in port at New York to take care of all shipments on hand.

LEXINGTON, KY.—Milling in transit privileges have been requested for this point of the Louisville District Freight Traffic Com'ite by the Traffic Department of the Board of Trade and A. C. Schuff & Co. grain dealers where the milled product is to be shipped to Mobile and New Orleans for export.

GENERAL ORDER No. 15 and Sup. No. 1 will be carefully gone over by a com'ite appointed by the Railroad Administration for that purpose. Sidetrack agreements will also be subjected to close scrutiny. The com'ite will consist of the Directors of Capital Expenditures, Operation and Public Service and Traffic.

CHARGES BROT by grain dealers and other shippers in Missouri that rates in excess of those legally permitted on flour, grain and other food commodities have been made by the C. B. & Q. were given a hearing in St. Louis last week. The case is similar to one against the Frisco R. R. in which the railroad returned the excess collected.

THE BARGE LINE on the Mississippi River will be hard hit when the railroads are returned to private ownership and become competitors for the business is the opinion of rivermen. One reason given for the rapid growth of barge transportation is that the railroads have not been provided with funds by the government to solicit business.

EXPORT Bs/L have been restored on terms incorporated in current terminal lines' tariffs. This does away with demurrage and storage charges in the transfer of freight from railroads to steamers. Embargoes over Canadian Pacific western lines have been removed and carloads or less, by all rail or rail and lakes routes for Winnipeg can be accepted.

GENERAL REDUCTION of freight rates between Atlantic ports and British line ports may result from the rate war now on between ships of the Shipping Board and British lines. Heretofore the rate from Boston has been \$1

per 100 lbs. for most commodities on Shipping Board steamers and from \$1.40 to \$1.50 on British boats, but the latter have recently begun to cut prices.

THOSE seeking railroad shipping permits for grain and grain products are urged by the Grain Corporation to be prompt in filing requests for cancellations, renewals of permits or unused portions of same in order that there may be a minimum loss of time and unnecessary correspondence. Continued failure to do this will result in the names of the persons or firms so doing being placed on the delinquent list.

THE HANDLING of the ports of Argentina is to be turned over to private contractors, because of heavy financial losses under government control. Under this plan, the contractors will pay to the government two cents gold on each ton of shipping loaded or unloaded until the amount reached \$500,000. This would cover government losses.

THRU RATES under specified arrangements for Cincinnati are being asked by the Big Four Railroad of the Cincinnati Freight Traffic Com'ite for grain milled in transit at Cincinnati such as are now in effect at Shelbyville, Greensburg and Lawrenceburg, inasmuch as the same conditions govern and the out of route haul is just the same as at the last mentioned places.

AN ANNUAL EXPENDITURE of \$100,000,000 a year for the next five years for developing a national waterways system is the substance of a bill introduced in congress backed by Wm. E. Stevenson, pres. of the Mississippi-to-Atlantic Internal Waterways Ass'n. This would include \$33,000,000 annually for improvements on the Mississippi, Missouri, Illinois and Ohio rivers and their tributaries.

THE EXTENSION of the territory served by the Mississippi River service is being requested of the Railroad Administration. River and rail combined rates are wanted not only from St. Louis into Texas, but into Oklahoma, Arkansas, Mississippi and several other southern states. The new schedule filed would also include the states of North and South Dakota, Indiana, Ohio, Michigan, Eastern Kansas and Nebraska.

BOND for the payment of freight charges on cars of grain which are switched to elvtrs. in St. Louis, according to a recent ruling by the Division of Public Service and Accounting in Washington may now be given. Under this arrangement, payment will not need to be made for 48 hours after delivery when correct unloading weights will be available. Bonds signed by responsible individuals will be accepted, and need not be surety bonds.

INTERSTATE CLASS and commodity rates applying between Duluth, Minn., and points in Minnesota, North Dakota and Wisconsin and rates on grain and lumber inbound from Duluth were shown not to have been unreasonable or unduly prejudicial in the complaint by the Commercial Club of the City of Duluth against the Big Fork & International Falls Ry. Co. before the Interstate Commerce Commission, and the complaint was dismissed.

THE INLAND CARRIER is not entitled to collect storage charges after he has made delivery of goods to the ocean carrier in any of the ways specified in clause No. 10 of the new thru export Bs/L, according to the provisions of that clause. Where both carriers use the same pier, since delivery is made by the inland carrier to the ocean carrier in accordance with the existing delivery arrangements, the liability of the former and its right to collect storage cease.

THAT RATES from intermountain and Pacific Coast points to Galveston and New York will be reduced to 56c per hundred weight is the interpretation put on the recent rulings of Julius H. Barnes by Puget Sound dealers. Mr. Barnes says the Grain Corporation can

not impose a \$2 blanket minimum for a wheat at intermountain points, but must pay \$2 at Pocatello, Ida., Great Falls, Mont., and Salt Lake City, the remainder of the western territory to base on the nearest shipping point.

A FLEET of 30 vessels, will, hereafter carry shipments of grain and other products direct from Chicago to the ports of the old world passing thru Lake Michigan, the Welland Canal, on to Montreal and thru the St. Lawrence to the Atlantic. The first vessel left last week and others will move as fast as loaded. Each boat will be loaded with only 1,000 tons of freight in order that it may pass thru the Canal. Additional freight may be taken on at Montreal and Quebec. The fleet will be under operation of the U. S. Shipping Board and the Grain Corporation is expected to export large quantities of grain from Chicago.

THE NEW STEEL wheatladen steamer, West Harlan was badly damaged when it went on a rock in the lower Columbia River while on its way from Portland, to the sea. The cargo was valued at \$600,000. It was towed off and made its way back to Portland where a diver was sent down to investigate the amount of damage. A good sized hole was ripped in the bow, but the forepeak was divided from the wheat by a bulkhead so the wheat was not damaged. It is thought it will be necessary to remove the cargo and put the ship in dry dock in order to make repairs. The delay resulting from the mishap will be borne by the Grain Corporation of the Food Administration which was shipping the wheat.

## Mr. Barnes Confers with Produce Exchange change Wheat Com'ite.

At a conference held on July 1, attended by Julius H. Barnes, Wheat Director, Mr. Stevenson and Mr. Stevenson, Traffic Control Manager of New York and a special wheat com'ite from the New York Produce Exchange, applications for permits and movement at seaboard were discussed.

L. W. Forbell & Co., who participated in the conference have submitted the following of the meeting for the guidance of the trade:

Permits against all applications properly made and lodged with the Sec'y of the New York Produce Exchange before 1 p. m., on any full business day will be ready for delivery and wired to agents before 5 p. m. same day. On Saturday, if lodged before 10 a. m., delivery as above by 1 p. m.

Applications will be accepted and permits issued for the shipment of wheat only when same is about ready to be loaded out. Evidence to this effect must be given to Assistant Manager Inland Traffic thru applicant, by submitting telegram or letter from shipper.

The number of permit issued, and other particulars, will be wired by issuing office immediately and directly to agent at shipping point with instructions to similarly advise shipper in whose name it has been issued. Confirmation also will be sent to agent by mail. Copy of permit delivered to applicant will be stamped with notation that authority has been wired to agent at shipping point. The same procedure follows when extensions are granted.

Permits will be good ten (10) days after receipt at shipping point.

Cars if not supplied within life of permit, if, for other good and sufficient reasons when cannot be loaded within the 10-day period then the issuing office will extend time of shipment under its original number for an additional ten days by wire to agent at point of shipment. This extension may be similarly repeated under like circumstances.

Irregularity in connection with the application or issue of permits, or failure to use permits when issued without good and sufficient reason, shall subject the one knowingly causing such irregularity or non-use of permits to drastic action by the authorities, as may be determined later. It was made distinctly plain that no abuses would be tolerated.

The wheat director expects to be able to take care of all wheat moving to the seaboard during July and August. Should, however, movement become so heavy as to exceed terminal handling facilities and require some restriction in the issuing of permits, he has expressed his willingness to permit the allotment of permits to this port during such restricted period to be apportioned among the grain receivers in some manner that may hereafter be agreed upon.



## Seeds

LEDO, O.—The price of American bags has raised to 57c and Starks to 61c.

MOOSE JAW, SASK.—Broatch Seed Co., Ltd., incorporated; capital stock, \$10,000.—B.

CHICAGO, ILL.—C. F. Wood, seed dealer of Louisville, Ky., has removed to this city and offices in the Postal Telegraph Bldg.

RECEIPTS of kafir corn at Wichita for the month of June were 4,000 bus. compared with 10,000 during June, 1918. Shipments were 4,000 compared with 3,000 in June last year.

RECEIPTS of kafir corn at St. Louis for the month of June were 15,600 bus. compared with 10,000 bus. in June, 1918. Shipments were 10,000 bus. as against 1,240 in the corresponding month last year.

MINNEAPOLIS, MINN., June 27.—Clover prospects in northern Minnesota are very good. Timothy in this state also looking good. Other crops could not be better for hay crop.—Minneapolis Seed Co.

BALTIMORE, MD.—The Belt Seed Co., incorporated; capital stock, \$100,000; incorporators, Eld K. Belt, Clinton S. Brown and William G. Belt. It will engage in the wholesale and field seed business.

MILWAUKEE, WIS.—J. W. Jung Seed Co. incorporated with a capital of \$35,000. It will carry over the business of J. W. Jung, prominent in the seed trade in this section. Arrangements are being made for a large export trade.

MADISON, IA.—The Rudy-Patrick Seed Co., one of the largest seed firms in the United States, will take over the old Wiss Packing house plant and will alter all buildings preparatory to locating its plant there.

THURP, KING & Co. of Minneapolis, Minn., have fitted up a reading room and library for their employees, containing almost 10,000 volumes. Trade journals and books of interest to the seed and grain trade are to be added.—O. K. Bush.

LEDO, O.—Clover still soaring. Bulls aggressive. Bears still timid in spite of the advance. Stocks extremely light which makes market very sensitive. Some sections of grain to give second crop a start. Timothy still asleep.—C. A. King & Co.

HUNDREDS of the victims of his crooked dealings will be glad to learn that James S. Patton, one time of Pattonsburg, Mo., more recently of St. Louis, has finally received his deserts in a two-year sentence to the State prison at Leavenworth, Kan. The deal which he was finally apprehended was the sale of seed potatoes which netted him around

### Seed Movement in June.

Receipts and shipments of flaxseed, timothy and other grass seeds to and from the principal markets during June, with comparative figures for June, 1918, were as follows:

FLAXSEED.		Shipments.	
Receipts.	1918.	1919.	1918.
bus.	98,000	17,000	1,000
bus.	29,040	33,000	.....
bus.	942,000	647,860	83,600
bus.	61,233	112,461	27,170
bus.	268,528	.....	146,069
bus.	123,200	202,400	303,600
TIMOTHY.			
bus.	1,348,000	392,000	780,000
bags	.....	8,927	709,000
bus.	3,100	30,000	8,927
bags	.....	54,500	89,730
CLOVER.			
bus.	76,020	9,445	3,265
bags	.....	108,000	.....
bus.	1,700	.....	94,000
bags	.....	.....	2,109
bags	.....	170	.....
OTHER GRASS SEEDS.			
bus.	528,000	514,000	338,000
bags	.....	.....	276,000
bus.	350,940	1,264,240	1,220,359
bags	.....	.....	765,720

\$200,000 and which he never delivered. His chief stunt was to circularize farming communities offering seeds at a very low price which he collected in advance, but which he neglected to deliver.

TOLEDO, O.—Timothy has been weak this week. Bulls have been a little disappointed because their favorite has not shared at least a part of the prosperity enjoyed by the clover bulls. There has been a fair trade in cash as well as all the futures, but on every little advance the offerings seem to be very liberal. Some seed is being shipped from here every day, but the quantity apparently is not big enough to attract any new investment buying. The large stock of old seed is also keeping some would-be buyers out. Crop reports are mixed, but we hear less than we did a while ago about farmers letting their timothy go to seed instead of cutting it for hay. Chances are if timothy would get a good start there would be a big increase in investment buying, and no doubt a good advance. People seem to prefer buying certain things while they are advancing, or after they have gone up considerably. If, however, the crop turns out fairly large, and there is no better demand for cash or futures than at present, some of the holders may become uneasy and sell out, and cause lower prices.—J. F. Zahm & Co.

### From the Seed Trade.

LOUISVILLE, KY.—The crops of orchard and blue grass are reported about normal, but farmers generally are holding for good prices, consequently little trading has yet been done. Bluegrass has generally been stripped thruout Kentucky and about completed in Missouri and Iowa, tho a little stripping is reported going on. The crop was very large, especially in the West, but owing to inability to get strippers and labor, much of it was not saved. Orchard grass seed has been cut and is in shock, but will not be threshed for two or three weeks. If it is excessively hot, or there is rain at the time of blooming, it may be curtailed to some extent. Timothy is generally reported only moderate. The acreage is much reduced in Southern Iowa, tho other sections may have a normal crop. It is too early to tell anything about red or other varieties of clover as yet. Weather conditions will have a considerable effect on the production.—C. L. Wood, Chicago.

### Specific Contract v. Exchange Rules.

Dunlop Milling Co., Clarksville, Tenn., plaintiff, v. Richter Grain Co., Cincinnati, O., defendant, before the Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of R. A. Schuster, F. B. Bell and H. W. Reimann. Plaintiff brings action to recover \$1,117.96 from the defendants on account of failure to allow dockage on 44 cars of wheat applied on contracts of August 3, August 4 and August 13, 1917, total 50 cars of No. 2 red winter wheat.

The first transaction on August 3, 1917, was for 20 cars which the defendant confirmed by letter, using the following language:

"We have the pleasure of confirming exchange of wires, also phone conversation of even date in which we booked you with 20 cars of track wheat on the basis of \$2.48 Cincinnati for No. 2 red. Wheat carrying excess moisture content to be discounted basis 2½ cents a bushel, for each full one per cent difference in moisture; each 1/5 point is to be discounted one-half cent; in other words, 13.2 wheat would be applied at one-half cent discount; 13.4, one cent; 13.6, one and one-half cents, etc., the wheat to be No. 2 in every respect."

The second transaction on August 4, 1917, was for 25 carloads of wheat at \$2.46, Cincinnati basis No. 2 red. "Difference account of moisture content are to be on basis of our letter to you the other day."

The plaintiff pleads that all of this wheat was purchased under the United States Government Standards, and that they therefore are entitled to allowance for any and all dockage as indicated by the certificates of inspection covering the various cars applied.

The defendants' answer in substance is that the wheat was sold track Cincinnati, and under rules of the Chamber of Commerce which, at that time, did not provide for an allowance for dockage.

The transactions in question were for red winter wheat, which in quality shall be No. 2 in every respect, except for excess moisture, and for any such excess a provisional discount

was arranged and agreed to. There was apparently no special provision made by the seller as to the dockage, hence the buyer had the right to assume that due consideration would be given by the defendant when making shipments of wheat which contained dockage in excess of such dockage as is permitted in the grade of No. 2.

The com'te has carefully examined every detail of evidence furnished and has finally concluded that the claim filed by the plaintiffs against the defendants for reimbursement of dockage on 44 cars of wheat amounting to \$1,117.96 be allowed, and in addition the defendants shall pay the cost of arbitration.

EIGHT hours a day and a 48 hour week's work for employes on all public and private vessels is provided for in a bill adopted by the French Chamber of Deputies. A similar regulation by other nations will be requested by a commission.

## J. ROSENBAUM GRAIN CO.

### GRAIN MERCHANTS

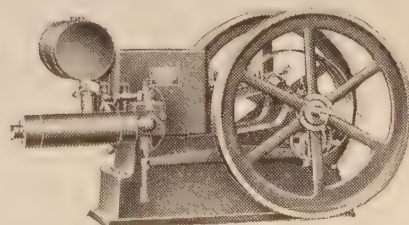
We will be actively in the market for new wheat for shipment to Kansas City, Galveston and Chicago.

Wire for our bids before selling.

CHICAGO  
KANSAS CITY  
GALVESTON  
FORTWORTH  
NEW YORK

Heard the latest grain news? It's in this week's Review.

## Reduced Prices



## WITTE Kerosene Engines

Elevator builders and owners will be interested in my new reduced price list—just out. Engines fully equipped, with every improvement. A high-grade elevator engine that costs less to buy, and less to run. Get our big new catalog and prices for immediate shipment. Quality Guaranteed.

## WITTE ENGINE WORKS

3378 Oakland Ave., Kansas City Mo.,  
3378 Empire Bldg., Pittsburgh Pa.



## Supply Trade

ADVERTISING is the heart of any business and when it fails for any cause the business soon stops.

THE MINNEAPOLIS office of the Richardson Scale Co., sold thirty-eight scales during the past month.

SEATTLE, WASH.—The J. J. Ross Mill Const. Co. has been appointed agents for the Munson Mill Machinery Co. in British Columbia.

ELKHART, IND.—The Godfrey Conveyor Co. has recently been incorporated. Heretofore the business has been run under the name of John F. Godfrey.

"AMCO" is the trade mark adopted by the Alvey Manufacturing Co. of St. Louis, Mo., for its conveying machinery, tools and their parts. It is registered under serial number 115,584.

INDIANAPOLIS, IND.—V. L. Wright, formerly mgr. of Elevator A, has joined with Fred Childers in forming the Childers & Wright Co., general contractors. They will make a specialty of grain elevators.

OMAHA NEB.—The following men have been appointed agents for the Trapp Auto Grain Dump: Thos. Mackenzie, Minnesota; J. W. Parkin, Southwestern States; W. M. Corbett, Western Kansas and Oklahoma.

MINNEAPOLIS, MINN.—The Cuthbert Co. has been incorporated, capitalized at \$100,000, to manufacture grain grading, testing, cleaning, and weighing machinery. Incorporators are C. W. Taylor, Duluth; O. L. Nelson and K. J. McLennon, Minneapolis.

WASHINGTON D. C.—The Department of Agriculture has issued a notice indicating that the price of fertilizers for the fall of 1919 should be 30 per cent lower than the prices prevailing during the spring season. This statement applies to all territory north of Arkansas, Tennessee, Virginia and West Virginia. Information concerning the prices in southern states will be issued later.

OMAHA NEB.—The Trapp Auto Grain Dump has recently been installed in the following elevators: Alos Ritter, Tripp, S. D.; Steele, Simon & Co., Mecklin, S. D.; Farmers Educational & Co-op, Union, Grand Island, Nebr.; G. P. Sexauer & Sons, Brookings, S. D.; Elevator Roller Mills, Columbus, Nebr.; T. B. Hord Grain Co., Columbus, Neb.; Rapid River Milling Co., Rapid City, S. D.; Mathis Bros. & Co., Prophetstown, Ill.; J. B. Adams, Galva, Iowa; R. D. Noell, Daugherty, Mo.; D. E. Shorrett, Ida Grove, Ia.

DES MOINES, IA.—Globe Dumps have recently been installed in the following elevators: Farmers Elvtr. Co., Mt. Vernon, S. D.; Grundy Canning Co., Grundy Center, Ia.; Carl Furcher, Plankinton, S. D.; Farmers Co-op, Union, E. Kimball, S. D.; Farmers Elvtr. Co., Geddes, S. D.; A. A. Truax, White Lake, S. D. and Mt. Vernon, S. D.; Farmers Elevator Co., Iroquois, S. D.; Huron Equity Exchange, Huron, S. D.; L. H. Schroeder, Plankinton, S. D.; White Lake Milling Co., White Lake, S. D.; Chas. Zehnpfwenning, Parkston, S. D.; Martin Frederick, Parkston, S. D.; C. Rempfer & Co., Parkston, S. D.; Farmers Union Elvtr. Co., Elk Point, S. D.; Farmers Co-op, Shipping Elvtr. Co., Armour, S. D.; Farmers Co-op, Co., Lake Andes, S. D.; Farmers Elvtr. Co., Corsica, S. D.; H. E. Frost, Esmond, S. D.; Farmers Elvtr. Co., Howard, S. D.; Farmers Elvtr. Co., Puxwana, S. D.

Chicago.—The Illinois State Grain Inspection Department is fitting up new inspection offices at Galewood, Proviso and Clyde, which are in the Chicago railroad terminal district, and are equipping these stations with the Brown-Duval Moisture testers manufactured

by the Hess Warming & Ventilating Co., which company is also supplying Torsion balances for samples and dockage, etc. The Hess Company reports many orders for its testers. The new electrically heated tester seems to be a favorite.

### Addition to Machinery Plant.

The Skillin & Richards Mfg. Co., Chicago, Ill., will, very shortly, move into a large new addition to its present commodious plant and this will materially increase its production facilities. This addition is 100x125 ft. and two stories high. It will make the total length of the plant one-eighth of a mile. The upper floor of this new part will be used for offices which will permit the present office space to be used for factory purposes.

This company reports considerable activity in its grain transmission machinery department and has under contract machinery for the following grain elevators: Flanley Grain Co., Sioux City, Ia.; Western Terminal Elvtr. Co., Sioux City, Ia.; Conover-McHenry Grain Co., Peoria, Ill.; Kansas City Southern Elevator, Kansas City, Mo.; New Era Grain Co., Bowersville, O.; Firelands Elevator Co., Norwalk, O.; Farmers Grain Co., Bunceton, Mo.; Farmers Co-op, Elvtr. Co., Farmersville, Ill.; Chilhowee Co-op, Elvtr. Co., Chilhowee, Mo.; Farmers Elvtr. Co., Weaubleau, Mo.

THE PUBLICATION of "Food Surveys" by the Department of Agriculture has been discontinued.

### The Globe Auto-Truck Dump.

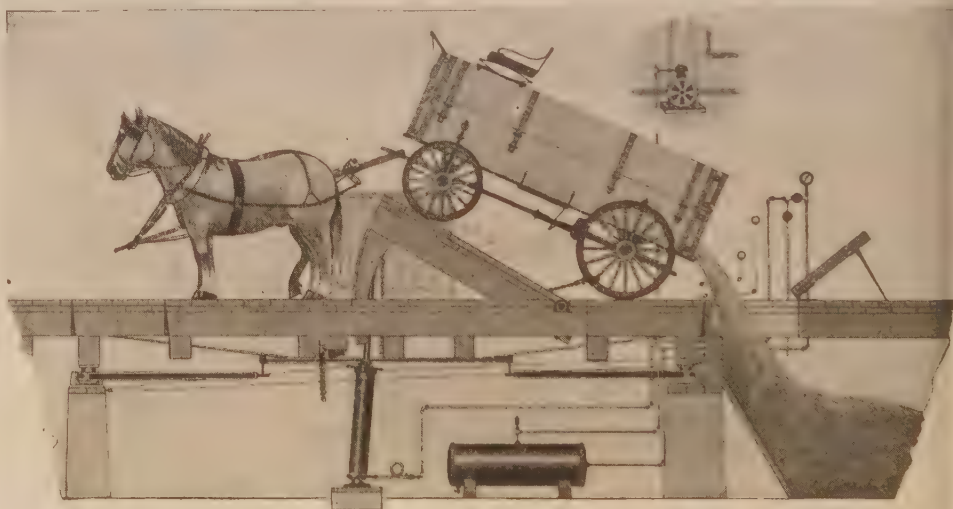
The increasing use of auto trucks and their adaptability to the economical hauling of grain to market has made it necessary that grain elevators install some device to dump such loads of grain. One of the latest devices for this purpose is the Globe Auto-Truck and Wagon Dump now being sold by the Globe Machinery and Supply Co.

On the principle that simplicity tends toward efficiency, this device has its advantages. From the illustrations shown herewith it will be seen that this device is simply the enlargement of the wagon dump and by using larger and stronger parts they meet the requirement. The dumping is controlled by air pressure operating on a patented tilting power cylinder and by this means the lift can be held at any point. With the air control there is no chain to break or become entangled and the action is positive, both in raising and lowering.

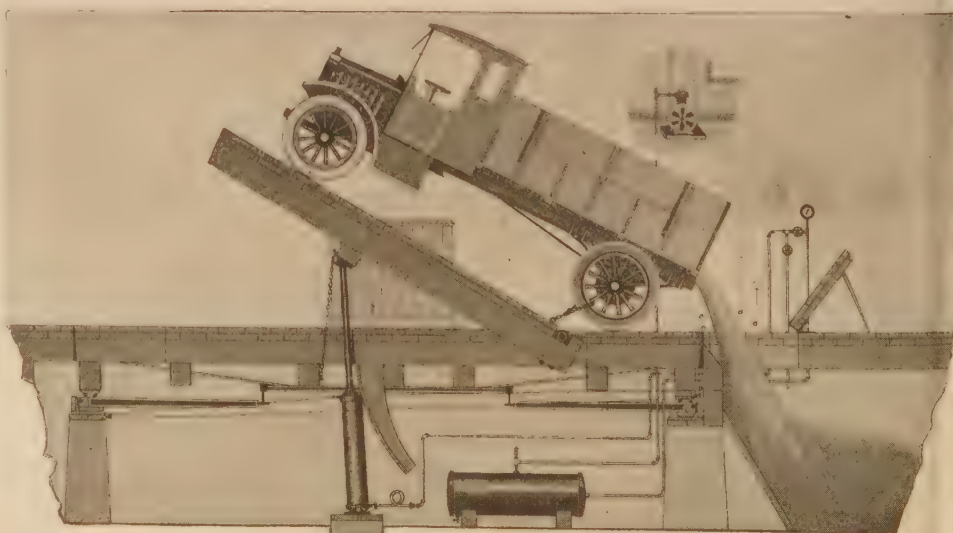
The Globe Machinery and Supply Co. has issued a circular giving complete details which it will be pleased to send to any reader upon application.

THE REMOVAL of restrictions on flour mill in England is officially announced from Liverpool.

EXPORT TRADE in wheat flour is being developed in China, owing to the war. Prior to the beginning of the war, China imported large quantities of flour, but during the war, being thrown on her own resources, she exported 500,000 barrels, half of which went to Russia.



Globe Air-Controlled Wagon Dump.



Globe Auto-Truck Dump (In Dumping Position).



## Disposal of Canadian Elevator Surplus Grain.

Operations of terminal elevators, including those of the Grain Growers' Grain Co. at Ft. William, were gone into before the House of Commons at Ottawa, Que., during the discussion of the resolution which is the forerunner of a bill to amend the Canada Grain Act. The resolution calls for a Board of Grain Appeals to hear appeals from the decisions of the grain inspector at Winnipeg relative to grading wheat in transit to the head of the lakes.

The investigation followed the discussion of a part of the resolution which states that check shall be taken of the quantity of each grade of grain in store in the terminal elevators and if a surplus of any grade is found in excess of one half of one per cent of the gross amount of grain received in the elevator during the crop year, the surplus shall be sold annually by the Board of Grain Commissioners and applied to pay the expenses of administration of the Grain Act." This set up the subjects of overages and dockage which H. H. Stevens of Vancouver said these alone, at terminal elevators during the past ten years had amounted to \$10,000,000 and that many of the terminal elevators had been paid for entirely out of overages and screenings. These, he thought, were being improperly taken from the farmers. He gave the per cent of profit made by the Grain Growers' Grain Co. at Ft. William which he estimated at 211% in 1916-17.

Officials of the Grain Co. explained that the elevator was liable for shortage on grain shipments passing thru it and that it was fully entitled to retain overages. The Alberta Pacific Grain Co. of Calgary and the United Grain Growers Co. of Winnipeg were also called before the Cost of Living Committee of the Commons. The testimony of officials of the former showed that its percentages of profit ranged from 12.16% to 15% during the six or seven years since its

organization. Salaries were also inquired into, one of the officials stating that he received \$60,000.

Rice Jones, general manager of the United Grain Growers Co. of Winnipeg stated that his company had paid a dividend of 10% last year and on overages in grain, they had made two-fifths of one per cent in the past five years. The Grain Growers Export Co., subsidiary to the United Grain Growers with headquarters in New York had not been in business for two years, having turned over its staff to the Allied Purchasing Committee.

APPROXIMATELY 300,000 bus. of wheat were shipped to France from Galveston, Tex., the last week in June.

## Books Received

**BULLETIN NO. 219** has just been issued by the Agricultural Experiment Station, University of Illinois, and is principally a report of the Illinois crop yields from soil experiment fields. It contains 102 pages of statistics along the lines indicated. Copies may be had on request from the station at Urbana, Ill.

**THE FIRST BIENNIAL REPORT** of the Board of Commissioners of the Port of Astoria, Astoria, Ore., for 1917-1918 is now being issued. It is a booklet of 55 pages containing handsome illustrations of various features of the Port, as well as information concerning its importance on the western seaboard. It gives rules and regulations governing Astoria and its waters together with statistical information.

**HANDBOOK OFFICIAL GRAIN STANDARDS FOR OATS** is the title of a small booklet recently issued by the U. S. Department of Agriculture. It contains a tabulated and abridged description of the official standards for oats which became effective June 16. Copies may be had on request from the Department of Agriculture, Washington, D. C., or from any federal supervision office.

## Northwestern Grain Dealers' Program.

The fifth annual convention of the Northwestern Grain Dealers' Ass'n will be held at Lewistown, Mont., July 18-19. All regular grain dealers have been extended a cordial invitation to attend whether members of the Ass'n or not.

The meeting will be called to order in Convention Hall by the president, J. R. Swift, and opened with the singing of the national anthem. The address of welcome will be delivered by Mayor Charles J. Marshall, the response being by John McVay of the Ass'n. The president's annual address will be followed by the reports of the secretary and treasurer. There will also be an address the first morning on "Fire Insurance Contracts" by C. A. Stephens. At the close of the program, the dealers will view the machinery exhibits and demonstrations.

The afternoon will be taken up with discussions of crops, handling the 1919 crop and federal grading demonstrations by federal representative, R. O. Stuart will also give a talk on "Collecting Railroad Claims." The evening of the first day will be given over to round table talks and music and social features.

On Saturday an address will be delivered by Charles Quinn. He will be followed by Vice-pres. W. T. Greely. "What Montana Wheat Means to the West and the Rest of the World" is the topic to be discussed by T. E. Fowler.

Business matters, election of officers, etc., will be attended to the last afternoon. There will be three addresses: "New Wheat Varieties," Prof. Alfred Atkinson, agronomist; "Work of the Bureau of Crop Estimates for Montana," Guy Fitzpatrick, and "Personal Responsibility for Fire Losses" by C. A. McCotter of Indianapolis, Ind.

A business meeting of directors and officers in the evening concludes the session.

# Test Your Grain with the Official Brown-Duvel Moisture Tester

We guarantee this to be strictly in conformity with Government specifications and standard as laid down in Bulletin 72, U. S. Department of Agriculture.

1 flask size \$25.00  
2 flask size \$40.00  
4 flask size \$65.00  
6 flask size \$90.00

less  
a  
discount

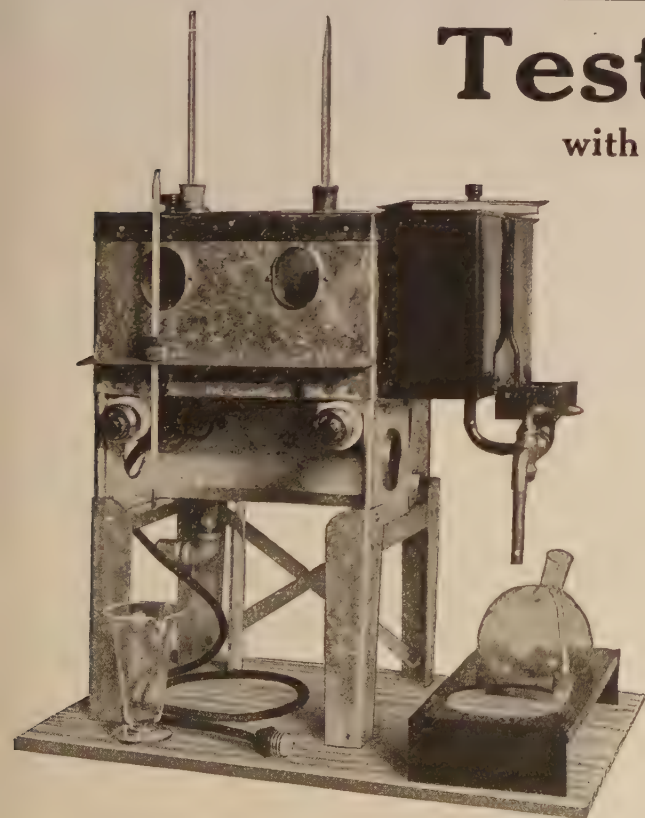
Complete with all  
accessories for gas,  
alcohol or electric-  
ity (say which).

We supply all apparatus for grain inspecting and grading, including dockage sieves, scales, weight testers, funnels, samplers and air tight containers, etc. Prompt shipment, lowest prices.

**Hess Warming & Ventilating Co.**  
907 Tacoma Bldg., Chicago

**HESS DRIERS** are used everywhere  
for drying all kinds  
of grain and seed.

The Brown-Duvel Moisture Tester  
for Electricity





## Supreme Court Decisions

**Carrier's Liability.**—A carrier's common-law liability is that of an insurer of goods shipped, while the liability of the warehouseman is based upon ordinary care.—*Buften v. Southern Express Co.* Kansas City Court of Appeals. 212 S. W. 74.

**Warehousemen.**—A warehouseman, before delivering all of its customer's goods to a dealer in secondhand furniture, was bound to inquire and ascertain the nature and extent of the dealer's authority over such goods from the customer.—*Blaisdell v. Hersum & Co.* Supreme Judicial Court of Massachusetts. 123 N. E. 386.

**B/L Issued by Mistake.**—A carrier signing three Bs/L made out by shipper, but receiving only two carloads, and forced to reimburse a party advancing money on third B/L, may recover amount so paid from shipper.—*Philadelphia, B. & W. R. Co. v. Roberts.* Court of Appeals of Maryland. 106 Atl. 615.

**Agreement to Limitation of Carrier's Liability.**—A provision in a B/L limiting liability of the carrier to a certain amount raises a presumption that the shipment was made upon the agreed valuation, and that opportunity was afforded of shipping at a higher valuation by payment of a higher rate.—*Frederick Leyland & Co. v. Hornblower.* U. S. Circuit Court of Appeals. 256 Fed. 239.

**Passing of Title to Shipment.**—Where the sellers delivered goods to a railroad for carriage to the buyer, taking a nonnegotiable B/L in name of buyer, contract was executed and title passed, despite attempt of sellers by notice to carrier to prevent delivery to buyer at destination, and despite letters whereby sellers endeavored to get buyers to pay before due date.—*Edelstone v. Schimmel.* Supreme Judicial Court of Massachusetts. 123 N. E. 333.

**Knowledge of Grain Exchange Rules.**—A rule of the Omaha Grain Exchange or a custom of its members that contracts for the sale and delivery of grain sold to its members do not expire until canceled by one party to the contract or the other cannot bind a seller of grain who had no knowledge of such rule, or custom, and only had occasional dealings with a member of the Exchange.—*Vincent Grain Co. v. English.* Supreme Court of Nebraska. 172 N. W. 686.

**Recovery for Coopering Cars.**—"Without preliminary action by the Interstate Commerce Commission, a state court has no jurisdiction of an action by a shipper to recover from an interstate carrier sums expended by him (the shipper) in lining and coopering cars furnished by the carrier for interstate carload shipments of grain in bulk; the applicable duly filed interstate rate schedules making no reference to allowances therefor."—*Midway Co-operative Elevator Co. v. Great Northern Ry. Co.* Supreme Court of North Dakota. 169 N. W. 494.

**Refusal to Receive Grain because Elevator was Full.**—In an action for damages for breach of contract to sell corn providing that seller should not refuse to deliver if receipt on tender was impossible owing to car shortage, embargo, or breakdown of the elevator, a verdict, under an instruction that car shortage excused refusal to receive, was not contrary to the instruction, where evidence disclosed that delivery could not be made because the elevator was full because of such shortage.—*Neola Elevator Co. v. Kruekman.* Supreme Court of Iowa. 171 N. W. 743.

**Sale of Elevator and Contract to Handle Grain.**—Damages can be recovered for the violation of a contract by which an elevator is sold for \$5,000, and by which the purchaser agrees, for three-fourths of a cent a bushel, "to weigh, dump, elevate and load into cars when requested," any part of the seller's wheat raised on land owned by him, when the purchaser, without justifiable excuse, refuses to receive the wheat offered by the seller. Under the terms of the contract and under the interpretation thereof by the parties thereto, it was the defendant's duty to order cars in which to load the plaintiff's grain.—*Carlisle v. Farmers Elevator and Business Ass'n.* Supreme Court of Kansas. 180 Pac. 280.

**Authority of Local Agent to Make Drafts.**—Complaint against a grain company and the agent in charge of its business in a county on a draft of the company executed by the agent stated no cause of action, where it embodied no allegation showing that the agent's authority as the person in charge of the company's business included authority to execute such a writing, despite allegations the agent was in charge of the business in the county and as such agent executed the draft.—*Thomas v. Newark Grain Co.* District Court of Appeal, California. 181 Pac. 72.

**Carrier Liable for Loss from Car Furnished by Shipper.**—A common carrier of merchandise is not relieved of liability for loss of the goods merely because the shipper furnished the car in which the goods were loaded, where the car was leased from a third person, and for the use of such car upon the road the carrier pays to the owner a certain amount per mile, and the loss of the goods in transportation is due to a defect in the particular car. A common carrier is not permitted to contract against its own negligence.—*Louisville & N. R. Co. v. Carr.* Supreme Court of Florida. 81 South. 779.

**Terminal Carrier Should Not Sue Shipper for Erroneous Excess Charges.**—The spirit of the Interstate Commerce Act with the Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa) is to treat connecting lines of transportation as one line so far as the shipper is concerned, and to compel the different companies forming a thru route to deal as a unit with the shipper, and to then adjust all differences as to individual liability among themselves, and thus, where a shipment was misrouted and the proper charges were paid to the terminal carrier, such terminal carrier should not be allowed to sue the shipper for the local established charges over the actual route of the shipment, but should be required to settle the matter with the other carriers, because to collect the money from the shipper would be to collect money for the benefit of an offending carrier, money which must again be returned to the shipper by the offending carrier.—*Lancaster v. Schreiner.* Springfield Court of Appeals, Missouri. 212 S. W. 19.

**Validity of Contract.**—Where contract for purchase of corn, forwarded by buyer to seller for signature on Oct. 23, because it erroneously provided for shipment by Nov. 3 was returned by seller with letter requesting change to show shipment by Nov. 5 and return of the papers for seller's signature, and on Oct. 25 the buyer returned the contract with such change made, the contract was complete under the statute of frauds; the seller's letter referring to the contract which contained all the material elements of a sale contract in that it designated the amount, price, etc., and seller's letter fixing the date of delivery. Where contract for sale of corn purported to cover every essential of the contract, it could not be varied by parol evidence that it was part of the agreement that the corn would be delivered as contracted provided the seller was able to procure cars in which to ship it.—*Marshall Hall Grain Co. v. P. H. Boyce Mercantile Co.* Springfield Court of Appeals, Missouri. 211 S. W. 725.

**Limitation of Carrier's Liability.**—The consignees of onion sets shipped in interstate commerce could recover from the terminal carrier for damage only on the basis of the bona fide invoice price of the property, including freight charges, if prepaid, as its value, as stipulated by the standard form B/L issued by the initial carrier in compliance with order No. 787 of the Interstate Commerce Commission, dated June 27, 1908, pursuant to the Carmack Amendment to the Interstate Commerce Act, despite the consignee's allegation that the terminal and initial carriers were copartners, and despite the amendment of the Carmack Amendment on March 4, 1915 (U. S. Comp. St. § 8604a), subsequent to the contract of carriage.—*Houston & T. C. Ry. Co. v. Reichart & Schulte Co.* Court of Civil Appeals of Texas. 212 S. W. 208. [The foregoing decision is not good law and is negated by other decisions, to the extent that the Interstate Commerce Commission has decided to strike out of the B/L the valuation on invoice price.]

ONE OF TWO large steamships built in Germany during the war sailed with 300,000 bus. of rye and other commodities from Philadelphia to Falmouth, Eng., June 24. The second one carried flour only. The ships had been turned over to England following the signing of the armistice.

## Protection Against Inability to Receive Grain.

Inability to receive grain must be bona fide in order to warrant a grain buyer in refusing to receive grain on a contract.

Clauses of much the same tenor were inserted by the Neola Elevator Co. and the Union Co-operative Co. postponing delivery until such time as the elevator would be able to receive the grain, but in the case of the Neola Co., as reported in the Journal May 25, page 877, there was a showing of a bona fide inability to get cars and the company got judgment against a farmer for failure to deliver 2,100 bus. of corn at Adaza, Ia.

In the case of the Union Co-operative Co. Wahoo, Neb., however, the Supreme Court of Nebraska on Apr. 4, 1919, held in favor of the farmer, Fred Adolfson, in the suit brought to recover the difference between the contract price of 90 cents and the market price of \$1.50 at the time of the alleged breach. The Supreme Court said:

"The proof shows that, during the period from the making of the contract till the close of the month of April, defendants were ready and anxious to deliver the corn according to their contract. Plaintiff seeks to excuse itself for refusing to accept the corn because of a shortage of cars and the overcrowded condition of its elevator. It appears, however, that plaintiff from time to time received corn from other farmers with whom it was under no legal obligation to deal, and that, had it in good faith desired to carry out the contract made with defendants, it had ample opportunity to do so.

"The judgment of the district court is fully sustained and is affirmed."—171 N. W. Rep. 902.

## Dust Investigation Completed.

The omission of the appropriation of \$100,000 asked to be used in the prevention of grain dust explosions in elevators and mills from the regular Appropriation bill, is explained by members of the House committee on the ground that it was the general impression that work along this line had been completed by the Department and that no further appropriation was necessary.

Representative Haugen of Iowa, the new chairman of the House Agricultural Committee, stated that this view was taken after hearing the testimony of Dr. Carl L. Alsberg, chief of the Bureau of Chemistry, who stated that the dust explosion investigations had been completed. In case the work is considered necessary, Mr. Haugen stated that a sum sufficient to carry it on could be obtained by taking ten per cent from the appropriation for any other item or number of items, this course being permissible.

NEW ORLEANS, LA.—You ask if we are out of business. Not quite, but nearly. Maybe the government will some day take hands off and let business seek its proper outlet. Is there any unselfish reason why the new crop should not move in its natural channels?—J. W. Baxley.

IMPORTS to Great Britain during the month of June amounted to £122,945,655 and exports £64,562,346. Importations of grain, flour and meat were less than in June, 1918, but there was an increase in the importations of other foods and liquors. There was an increase in most articles of export, mostly in coal and manufactured articles.

BECAUSE of what is said will be the greatest coal shortage in history, one industrial plant out of every eight in the United States will be forced to shut down because of lack of coal, predicted following the report of the special committee of the National Coal Ass'n. The falling off in production is attributed to the extremely low demand.



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Kerosene — Distillate — Crude Oil

## ENGINES

**Buy your engines as you  
hire men—because of  
what they can do.**

Two engines, like two men, may seem about alike, yet one may be worth ten of the other. But if the engine doesn't make good you can't fire it—you're stuck.

That's why the purchase of an engine involves a decision of real importance—that's why we say before you buy **any** engine, get the Worthington Bulletin AA. It will give you some new ideas on engine performance.

A Worthington Engine will generate dependable power for you from the fuel that is lowest in price in your locality.

Sizes 6 to 160 h. p.

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**GAS ENGINE WORKS**

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## Patents Granted

**1,307,439. Bag-Holder.** Arthur J. Farnsworth and Ethelbert M. St. Claire, San Francisco, Cal. The bag-holder consists of supports with bag holding arms attached, with extended spring bars. Clamping bars pivoted at their centers to the spring bars bear against the bag-holding arms.

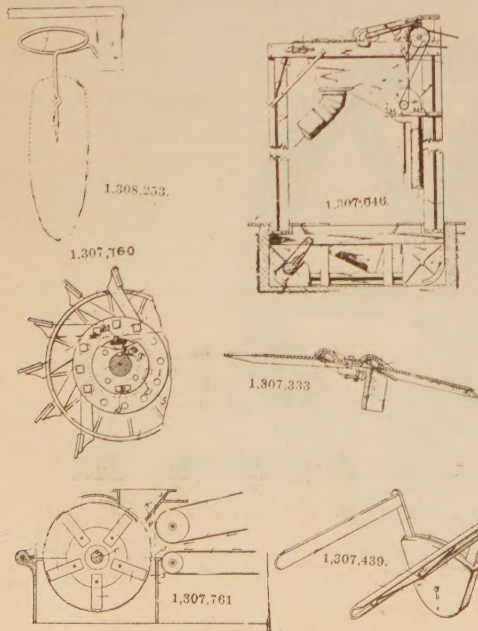
**1,308,253. Seed-Corn Holder.** John Oftedahl, Hanley Falls, Minn. The holder is constructed from a single piece of wire bent to form a stem and a spiral base, the stem to be inserted into the pith of the cob, the base resting upon a horizontal support. The base at the end of its spiral has a projecting barb which permits of its being hung from an overhead support.

**1,307,046. Method and Apparatus for Preparing Corn for Storage.** John Getz, Morton, Ill., and Marion Shives, Yates City, Ill., Shives assignor to Getz. The corn is first subjected to an initial rough husking after which it is conveyed to an elevated point, the silk and husk particles being removed in course of elevation. The cleaned ears are discharged by force of gravity and stored. The combined shelled corn kernels, silk and husk particles are separated and then conveyed by gravity, the silks and husks to one receiving point and the shelled corn grains to another.

**1,307,760. Wheat Scouring Machine.** Matyas Schiebendrein, St. Louis, Mo. The scourer comprises a shaft with mounted disks spaced apart, the disks having outer flanges and central hubs with rotating rings mounted on the hubs beater arms leading at a tangent from the rings and attached to them, but operating freely thru the flanges and projecting a suitable distance beyond; also means along the shaft for rotating the rings with consequent radial adjustment to the free ends of the beater arms.

**1,307,761. Grinder and Shredder.** Harry J. Shelton, St. Louis, Mo. This machine consists of a housing enclosing a grinding chamber with revolving hammers mounted therein. A grinding surface forms the outer wall of the chamber which is in two sections, one being fixed in position and the other being adjustable. A supply duct thru which free flowing material may be fed into the chamber, a feed channel for fibrous material and means whereby the adjustable section may be positioned so as to prevent the passage of material into the chamber from the supply duct or from the channel are other members.

**1,307,333. Building Construction.** Martin B. Armstrong, London, O. A wall for a grain bin which includes a plurality of relatively thin plain metallic sheets, a joint structure for uniting the meeting edges of the sheets consisting of a pair of spaced parallel corrugated beads



formed upon each of the adjoining overlapping edges with intervening substantially flat portions of considerable width between the beads, which are arranged in nested relation. There is a stabilizing angular member with one leg in parallel relation connected with the flat portions of the sheets to provide a base for them and a second leg at right angles to the first for vertical stiffening. The edges of the sheets and the intervening flat portions are attached to the base leg by means of bolts.

### "Bushelling Grain."

For some time various firms on the docks have been experimenting with the mechanical bushelling of grain. The present method of hand labor is costly and primitive. Some thousands of tons of grain are often discharged into the sheds from a ship, and then gangs of dockers are kept busy demolishing this hillock, which gradually disappears into bags.

A speedier system has just been devised in a contrivance installed by Messrs. T. and J. Harrison at the East Toxteth Dock. Its inventor is a city official who desires to remain anonymous, and experts declare that it will revolutionize the process of handling grain, doing the work of at least twenty men and doing it economically.

Casually examined it is seen to resemble a dredger, and an endless chain of little receptacles scoop up the grain, carry it upwards into distributing boxes, and then pass it into the usual bags. Some 150 tons can be dealt with per nine hours, but it is understood that the apparatus, which is portable and easily worked, could be so developed as to double that capacity.

The foregoing, taken from the *Daily Post and Mercury* of Liverpool, Eng., would indicate that the Britons are not familiar with that indispensable adjunct of waterside elevators, the American marine leg.

### Waste of Money in Railroad Valuation.

Government extravagance as indicated by the sundry civil appropriation bill was bitterly attacked by Senator Knute Nelson of Minnesota.

Referring to railroad valuation, among other things, he said:

"The railroad valuation board has been at work about six years, spent about \$15,000,000, and only a small proportion of the roads, and only the smaller ones, have had a valuation put upon them. The greater part of the work remains to be done and at the rate the board has been moving, it will take them from six to ten years more.

"I think it is a waste of money, because when the work is completed, it is obvious that the valuation will be obsolete. When proceedings are instituted either before the commission, or by appeal from it to the courts, the figures will have little value because neither the railroads nor the public are bound by that valuation in legal proceedings and where values change as rapidly as they do here, on account of age, the valuation will be of no use.

"I was in favor of the proposition originally, yet I regard the way in which it has been carried on and the cost, needless expenditure. I may be out of fashion. It may be all right to keep up this work, but we will squander perhaps \$25,000,000 or \$30,000,000 more before it is completed."

ALL PERSONS engaged in importing, manufacturing, storing or distributing rice or rice flour have been released from all restrictions by a proclamation signed by the president.

MRS. JULIUS H. BARNES, of Duluth, wife of the Wheat Director, is a candidate for election to one of the four vacancies to be filled on the Duluth school board. The election will be held July 19.

### Insurance Notes.

PETER ZYLONI was killed by the fall of a pole while in the employ of James Stewart Co., at Galveston, Tex., and the district court of Galveston County gave his brother judgment for \$801.36 under the workmen's compensation act against the American Indemnity Co.

### Elevator Casualties.

LAWRENCEVILLE, ILL.—John McKee, employed by the Horner Elevator & Mills Co., sprained his right arm June 17 when thrown from a wagon, due to the team making sudden start.

COLORADO SPRINGS, COL.—Herbert Jones, employed by the Seldomridge Grain Co., fractured right shoulder June 2 from a fall received while trying to close a transom.

MONTICELLO, ILL.—F. E. Heskins, employed by W. L. Finsen, received gash in back head on June 6 when struck by a lump of coal falling from a car.

CLARENCE, ILL.—L. Shallenberger, employed by Frederick Grain Co., received cuts and bruises on left arm and left ear May 5 when struck by moving grain car and thrown against door post.

CHATHAM, ILL.—T. H. Maddox, employed by the Chatham Elevator Co., was killed June 1 when auto he was driving was struck by train.

THE PRICE of flax went to \$5.50 a bushel at Duluth, July 2, this being the highest known. It was an advance of 50c for the week.

RELIABLE Boston advices received by Raymond News Bureau on the Chicago Board of Trade, claim corn being sold there to the New England Trade is mostly Argentine corn.

PHINY ALEAS, alias Pat Early, an alleged I. W. W. agitator, has been arrested at New Raymer, Colo., by government agents. He was secretary of the I. W. W. in Kansas during the disturbances there in 1917, and is supposed to have been implicated in the destruction of crops and machinery in the wheat fields.

### Higher Standards for Casualty Insurance.

House Bill No. 597, which concerns casualty insurance, was amended by the last Illinois legislature, first by the addition of a new Section 2 which changes the title so that it now reads "An Act concerning the business of casualty insurance."

The principal change made in it was an amendment to Section 12A. All organized companies in the state of Illinois shall charge as liabilities all outstanding indebtedness and the premium reserve on policies in force equal to the unearned portions of the gross premiums charged for covering the risks computed on each respective risk from the date of issuance of the policy. Additional reserve in the matter of workmen's compensation, other casualty insurance fully adequate to meet all liabilities not otherwise provided for are also required.

The term "compensation" relates to all insurances affected by virtue of statutes providing compensation to employees for personal injuries irrespective of fault of employer. The term "liability" relates to all insurances except compensation insurances against loss or damage from accident to or injuries suffered by an employee or other person and for which the insurer is liable.

"The bill is not objectionable," says W. Adderley, sec'y of the Integrity Mutual Casualty Co. "It provides a higher standard of solvency which inures to the benefit of employer and employee thru certainty of claim payments and while in capital stock companies it may entail a higher cost, it does not do in trade mutuals which, in any event, insure at cost for the class."



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